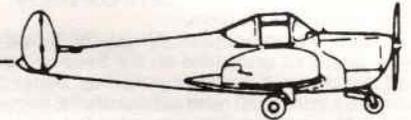


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 8, Number 10, March 1980

Editor: Skip Carden

Sun 'N' Fun Fly In March 16 - 22 Lakeland Florida

AREA NEWS

Dear Skip:

It was a tremendous success! There were 25 Coupes, Forneys, Along, and Cadets (and this not a Carden count), and 15 non-Coupes-including one twin.

At least 70 or 75 people were present, mostly pilots. Some walked in, drove in, three motorcycled in (two from Pennsylvania), and most flew in.

One minister from Gainesville (Reverend Lasiter) arrived without visible signs of support so we assume he called upon Divine help for transportation.

They were so enthused about our two-day fly-in that they asked that we have another one soon, so we have scheduled one for the Sanford, Florida Airport for Saturday and Sunday, February 16 and 17.

At this one we will have a short, planned program for Saturday and Sunday which will include two well-known aviation experts who are well versed in Coupes.

The weather was fantastic, although some on both lower coasts were temporarily fogged in on Saturday morning.

Below is a list of those attending. If I left out anyone, please be sure that it is unintentional.

Al Calabrese, Tampa, N93783; Marvin Hammock/Claudia, Lynn McCoy/Mary Jo, Daytona, N94600, drove in; John/Sandy Mott, St. Petersburg, N9510X; Lloyd Olson, Ft. Myers, N94317; Milt/Ruth Jobs, Ft. Myers, Musketeer; Perry Lovell, Tampa, N75260; Ron Deets, Ft. Myers; Richard Porter, Zephyr Hills, Seneca; Leon/Mrs. Edsell, Titusville, N94675; Paul Lewis/Joe Sullivan, Merritt Island, 9524V; Joe B. McCawley, Orlando, N6560Q; Bob Paschal/Hank Cothran, Orlando, N6EP; Paul Bankert and daughter, Lakeland, Drove in; Jay Hinyub/Rusty, Zephyr Hills, N94885; Curt White/Michelle, Tampa, N6137C; John Kerfoot/Jamie, Tampa, N3460H; Rome Seizy, Stuart, N718RS; ??N2458H; John Cauglin, Ft. Pierce, N5496F; Ralph Johnson (Henry Newman), Lantana, N2814-"Super Coupe"; Dennis Imbier, Clearwater, Drove in; Hershall Ruble/Raymond Best, Clearwater; Tom Murray, Tampa, Cessna 150; John Gray/Charlie Post, Sarasota, N621F; Ken Wilson/Scott, Sarasota, N99558; Frank Rake, Orlando, Cessna 150; George Duvall, Sarasota, B/A Tiger (New), Erco Fuselage Production Planner; John Westfall; Tom Hurley, St. Pete, N93415; Darrel Welch, St. Pete, Cherokee; Helmut Schnettler/Ivan, Bradenton, N99490; Robert Lindberg, St. Petersburg, N5621F; Fred Varn, St. Petersburg, 94894; Al Goranson, St. Petersburg, 6355V; Bob Robbins, Arcadia, N99658; David Kwinter/Gaile West Palm Beach, GQWC Canadian Registration, and Bill Morrison trucked in.

I will send you all the scoop on the Sanford Fly-in as soon as I go up there later this week, and make the final arrangements.

We had a real treat in that George Duvall, the former Erco Fuselage Production Planner (He worked closely with Fred Weick), flew in in his new G-A Tiger and gave us some Coupe history. He missed Fred and Dorothy because they came in early Saturday and had to leave after dinner Saturday night. Many of the attendees had never met Fred and Dorothy, and were appreciative of the opportunity.

Many expressed disappointment at not having the chance to meet you, Skip. I told them that you would probably be at our February meeting in Sanford. Our Southeast Regional Director (Bill Morrison) officially appointed Milt Jobs as our Florida Wing Leader. His wife, Ruth, offered to do the mail-out for the next fly-in.

Skip, I will send you the pictures of the fly-in at the end of this week and would like them returned.

The two five dollar Merchandise Certificates go to Jeanet Harman, 5600 54th Avenue, North, St. Petersburg, FL 33709; and to Ralph Johnson, 600 Cherry Road, West Palm Beach, FL.

The ten dollar Certificate goes to Leon Edsell, 2909 Ivy Street, Titusville, FL 32780; and the bound edition goes to John R. Kerfoot, 3805 Pearl Avenue, Tampa, FL 33611.

William T. Morrison, Regional Director,
Region 10, E.O.C., Brandon, FL. (813) 689-6449

Joe B. McCawley, Official unofficial fly-in
organizer, Orlando, FL. (305) 894-0066



Jan. 1980, WALKIN' THE LINE!
Lakeland, Fla.



Jan. 1980 - Johnny Mott in a beautiful Mooney Cadet - This one has a 4-place interior - Outstanding! Lakeland, Fla.



Jan. 1980, IS BILL PULLIN JOE
OR
IS JOE PUSHING BILL?
("The Co-Conspirators")
Lakeland, Fla.

REGION 1

Dear Northwest Coupers,

As we approached Albany in January it seemed ages since our local gang had descended on the Sweptwing for monthly lunch. We had had 19 at our November gathering, skipped December, and have now launched into 1980 with a beautifully sunny Sunday lunch on Jan. 20.

The parking lot was speckled all over with Coupes and there were 31 enthusiasts on hand to priase them. We flew down with Jack Stevens (who very patiently waited for us to gas up at Aurora) and shared the landing pattern with Malcolm and Jean Gibson, and Dick and Mary Roscoe. The restaurant had put us in a different room this month and it was barely adequate for such a sunny flyable day - got real cozy! The Damewoods, Leppins, Goods, Prossers, Jack Martin, and Tom Newton were already there with welcoming smiles. And before long we were squeezing in the Mohrs, Perrymans, Crothers, Pauls, and Karin Duval.

If you've spotted a couple of new names here let me official welcome them and introduce them to you on paper, at least. Jack Martin is from Corvallis, has N3286H, and had attended a summer gathering which we missed. Karin Duval is from Portland, has N94843, and is an aircraft broker who is so discriminating as to picture an Ercoupe in her ad in the Yellow Pages. Hope to see both Jack and Karin regularly.

We saw several "Coupe" things worn in various forms. Roy Perryman and his son each had hand embroidered patches on their jackets. Dick Roscoe was sporting one of the leather belt buckles which are made to order at the Independence, Ore. Airport. Several ladies had necklaces and stickpins available through Coupe Capers. And the Goods, among others, were wearing the name badges available through ARMETA - let us know anytime you want these.

Other items of interest - There was quite a bit of discussion about the survival seminar sponsored last summer by the Medford Chapter of OPA. Dick Roscoe will contact some of our area OPA groups and see what they think about sponsoring a similar junction.

Furthermore... The whale watch was active at the coast in Jan. so if you're over that way you might keep an eye out for some free entertainment.

After we got home from the Jan. Fly-in we received a phone call from Jim Prosser. He had had engine trouble on the way down to Albany and when he and Aggie took off for home it was so bad they returned, landed, and left the plane. Fortunately, Tom Newton had his four place plane that day and, kind and considerate as usual, flew them home. I believe it turned out to be a fuel pump problem but left all those details to Jim and Roy. I trust it's back in order by now.

The next day Al Henderson called to say he and Karen had intended to join us at the Fly-in but had gone the day before to pick up his Coupe after its major overhaul and had a dead engine 200 ft. above the runway on takeoff. Being a good type aircraft it settled uneventfully back on the runway. However! It was returned to the shop for another whirl.

That's all I know today. We'll see you all at Albany next Sunday February 17, at Noon. Sweptwing now features a very nice buffet on Sun. for \$4.50 from 9 a.m. till 2 p.m. See you there!

Roy/Eileen Wright

NEWS - REGION 6

Hi Skip,

About time for a little news from Region 6. "Let's Get More Coupes Flyin."

October 28, 1979 we tried to have a Fly-In Lunch at Mattoon, Ill. Buz Kimball, Emma Lou and John and I all met at the restaurant while we were sitting in the restaurant Dick Brown from Champaign, Ill. flew in and joined us. We had a great time. On November 18, 1979 we tried once again to have another Fly-In Lunch at Seneca, Ill., trying to get more people to join us. It turned out with Jim Folks, Buz Kimball, John and I. The Marina at Seneca is a really nice place to have lunch. It overlooks the Illinois River and the runway is 1800 ft. long, 60 ft. wide, 50 ft. trees at the north end. "It separates the drivers from the pilots." A little spooky though as you start to land you get the turbulence over the river, then the trees and at last the runway with the bluffs at the other end. I was ready to get out, but I also knew that John could make a nice landing, which he did.

On the way home from Seneca, Ill. we decided to fly to Mr. & Mrs. Frank Andrews' home in Champaign, Ill. Mr. Andrews has a grass strip. It is very "quaint" and has a nice little fish pond at the end of the runway. Also as you are taxiing you have to make sure that the airplane ahead of you is starting up the hill before you start down. As we were coming in over Interstate 72 to land Jim Folks first, John & I second and as Buz Kimball was landing a big Semi came to a complete stop on the Interstate as Buz was coming in low for landing. The fellow must have thought he was going to land on him. From the highway you can't tell that there is a runway there, with the fence, the hills and the pond. "What fun."

In visiting with Mr. & Mrs. Frank Andrews who are Super Great People, Mrs. Andrews had us all in for coffee and cake. We visited with them and found out a little bit about them. Mr. Andrews bought

his coupe new in 1946, Serial No. 813. He had over 6000 hrs. on it before he had an accident with it. He is planning on rebuilding and even more determined to rebuild it now since the 3 coupes landed on his strip. They were really excited when they saw the 3 coupes coming in. "We want to thank them for their Great Hospitality."

We also want to thank Rick Middlekamp, Olathe, Kansas, for volunteering to be the Wing Leader for Kansas. Welcome aboard, Rick.

We are planning our 3rd Annual Midwest Fly-In in the early Fall. "More Details Later."

John & Rita Wright
4 Flossmoor, Springfield, Ill.



Clearing Off The Editor's Desk

MORE ON GAS

Got a letter from Al Gellin the other day. Said that while his coupe was tied down at Raleigh Durham someone drained all of his gas from his wing tanks, about 12 gallons. With today's higher fuel prices I am afraid that this is only the beginning. I don't know about other areas, but fuel here is now \$1.32 a gallon and I hear that it is as high as \$1.46 in some areas with sales being limited to certain hours of the day. I suggest that if you plan a trip of any distance that you call ahead and be sure you can get gas before you leave! Sounds crazy but at least you might be able to complete your trip. Look for Congress to make some token move toward gas rationing in the near future with boats, snowmobiles, off road and RV vehicles and airplanes getting cut off first! This move will look good to those back home who drive cars. In closing, if anyone knows how we can lock the quick drains to prevent theft, let me know. Roy Wright has locking gas caps, but doesn't prevent draining the QD's.

Skip

ALON PARTS TO BE MADE

Due to the increasing demand for plastic interior parts for the Alon, we have made arrangements to have new parts made. First we will have the Sun Shield made, then wall panels and possibly later, Dash overlays. Alon owners have had quite a problem locating these plastic parts as Univair only has what was left in inventory and has made no new ones. So as the supplies are depleted, there are no more available. As far as price and delivery, this will be announced later. We do have one problem with this project. We need for one of our Alon owners to agree to let us use their panels and shield to develop the molds. This will in no way damage or affect your panels. We need the following: Sun Shield - Dash Panel overlay complete. If you will lend us these, possibly one at a time, please call me and help assure a new supply of these much needed Alon parts.

Skip

LACK OF INTEREST

I want to thank all of those who have taken the time and effort to write their representatives, and circulate petitions supporting the repeal of the aircraft registration tax. I hope that once again we have made our voices heard in the halls of Congress. I was disappointed that the AOPA was not even interested enough to acknowledge receipt of my letter. The EAA did reply and asked if we were really in favor of Tosing Airport development bids. My reply was YES. Look at the record. Almost none of the money has been used. What has been used has been spent foolishly and with countless strings attached. Now the FAA wants the whole prize to use for operation expenses! Yes, I am in favor of repeal and anyone who looks at what has happened to the money should also be in favor of repeal. The Government doesn't give away anything. It is ours to begin with. They only use it to further exercise control over a Free People. Look at Private Aviation over the last 10 years and see what you have lost - not gained. Keep up the good work.

Skip

Caps & Patches Available Soon

We have had several requests for us to provide EOC caps with our club markings on it. I have contacted several firms and now have decided on a supplier. The caps will be a mesh back with a solid front panel and gold braid on the bill. They will be available with the club

patch sewn on the front or with the new gold braid EOC wing emblems. The new EOC wing emblems are made in gold braid with the words ERCOUPE OWNERS CLUB across the front (similar to the AOPA caps). Also, there will be an 11" wing in gold and red available for the back of your jump suit or jacket. Prices and availability announced next month.

Skip

Wag Aero to the Rescue

If you haven't seen the recent media ads, you probably don't know that Wag Aero has been named the U.S. distributor for the Rolls Royce Continental engines. They will sell the O-200, O-240 and O-300. This should fill the need for replacement engines for some time. Now all we need is for someone to get an STC for the O-210 (which is 130 or 140 hp, I can't remember which) for the Coupe. The increase in weight is only about 19 lbs! O.K. you experimenters, get to it!

EOC MEMBER KILLED IN FATAL CRASH

In response to my inquiry last month regarding the crash of an Aircoupe Nov. 18, we have the following details: W.E. "Toby" Carnes and his grandson were departing in the Aircoupe when it struck the top of a tree and crashed. On impact the airplane burst into flames and both occupants were killed. We express our sympathy and the sympathy of the Club members to the Carnes family during their recent loss. One more of our group has made that final flight.

Skip

YOU BE THE JUDGE

So far as I can determine, there have been five or six post crash fires in coupes in the last several years. As was noted last month, there are several possible fixes. In this month's Hints & Tips, Fred Fisher tells of one possible fix and I am sure there are some others. The obvious solution would be the removal of the tank. This involves several modifications and has already been done by one member and I have a copy of the 337 if anyone is interested. The advantages are: a gain in weight of approximately 35+ pounds. Removal of the tank adds extra room behind the panel for additional Radio Equipment. Elimination of the tank eliminates possibility of water entering the system, also prevents fuel overflow in case of a malfunction of the return line. Eliminates the problem of improper cross feeding of wing tanks and fuel flow to head tank. Eliminates potential of fire in case of a crash. The disadvantages are: a somewhat more complex fuel system where changing tanks becomes part of flight procedure. Additional expense in the conversion. The loss of about 45 minutes of flying time. The need for an electric fuel pump. Possibility of running out of gas due to improper fuel management between tanks. So, you be the judge and do what is best for you.

Skip

NEW ERCOUPE BOOK AVAILABLE

"ERCOUPE - TWIN-TAIL TIGER"

Akron, Ohio - January 1980 - a new book "Ercoupe - Twin-Tail Tiger" by Louis Buffardi has been published by ESSCO, Akron Airport, Akron, OH 44306.

This book is a complete history and guide to finding, buying, restoring and flying the famous Ercoupe beginning with Fred Weick's first design to the last model produced by Mooney. Dozens of photos tell the Ercoupe story, illustrating the many models and modifications made to the aircraft over the years.

Photos of a retractable gear Ercoupe on floats and some on snow skis are included in this large and unusual collection. A successfully flown twin engine Ercoupe created by joining two fuselages together is pictured in Louis Buffardi's new book. The story of the Army Air Corps first attempt at rocket-assisted take-offs using a standard 415C Ercoupe is told.

Information from the service, parts, and flight manuals have been included to assist the Ercoupe buyer along with specifications and performance figures for every model. The Ercoupe book and collection of photos became a labor of love for Mr. Buffardi and his wife, Patricia, after they bought their own Ercoupe.

Presently a Lt. Colonel in the Army stationed in the Pentagon, he is editor of "The Review of the Soviet Ground Forces," a Defense Intelligence Agency publication in which he translates Russian articles and writes synopsis of current Soviet military trends. Col. Buffardi has had articles published in World War I Aeroplanes and Replicar. He learned to fly in 1956, at age 15, graduated from City College of New York in 1963, and entered the Army as a 2nd Lt. that same year. His latest project is building a full-scale replica Fokker-E-III Eindecker World War I fighter.

Louis Buffardi and his wife, Patricia Lorna, live at 10413 Pearl St., Fairfax, VA.

Price of the new book, "Ercoupe - Twin-Tail Tiger" is \$8.95 from ESSCO, Akron Airport, Akron, OH 44306.

NEW PRODUCT

SMK-15 9-cu-ft Baggage Compartment

We now have available the new Skyport SMK-15 9-cu-ft baggage compartment kit. The major difference between this kit and the old one, 110 of which were shipped from April 1971 thru December 1978, and which required local approval for installation, is the addition of a cargo net. Our STC's make this kit eligible for installation in all Ercoupes and Forneys. For further information contact Skyport.

WHAT'S THAT COUPE WORTH????

Prices asked for Coupes in Recent COUPE CAPERS

PRICE	MODEL	HP	SMOH	TRANSC.
\$10,500	Cadet	90	50 (top)	Dual Nav/coms
9,750	Alon		"Like New"	N/A
7,900	Alon	90	1200	Edo-Air 360
7,750	415-E	85	520	Gen. Al. 200
7,200	Alon	90	387	KX-150B
6,500	Alon		400	Nar. Mk. III
6,500	415-D	85	800	Escort 110
6,500	415-C		200	Gen. Al. 200
6,500	415-C		900TT	Nar. Mk II and Nar. Mk III
6,000	415-D	85		Gen. Al. 200
6,000	415-C	85	420	Cess. 300 Nav/com
6,000	415-C	85	223	Escort 110
5,800	415-C	85	850	Nav/com
5,500	415-C	85	250 (top)	Nar. Mk V
5,200	415-G	85	615	Gen. Al. 200
5,000	415-D	85	600	360 Nav/com
5,000	415-CD		400	Escort 110
5,000	415-C	75	425	Gen. Al. 200
4,900	415-C	85	150 (top)	Nar. VC 27
4,500	415-C		750	90 ch
4,500	415-C	85	675	Nar. Mk II
4,500	415-C	85	600	Escort 110
4,500	415-C		100	Nar. Mk V
3,500	415-C		(Recent top)	n/a

Average price asked for a 415 model between 250 and 750 SMOH is \$5,295. Average price asked for all 415's \$5,730.

Average price asked for an Alon is \$7,837

Almost all 415's have been up-powered to 85 HP.

The price depends less upon hours SMOH than upon other factors.

COMPILED BY CHUCK FERRIS

UNIVAIR REPLIES

Dear Skip:

I read with pain your recent note on "Parts Problems." Univair is the Type Certificate Holder and parts manufacturer for the Ercoupe, Forney, Alon and Mooney M10 airplanes, also the Stinson 108 series and the Temco and Globe Swift. We currently have over 16,000 different major parts in stock, on the shelf and ready for sale for these aircraft. This count does not include any of the extremely old, or extremely slow moving items. We have not put on the new computerized inventory control system we are currently installing at Univair. Almost all of these parts are structural parts, i.e. parts that are necessary to keep these fine old airplanes flying. Due to the quantity of airplanes depending on us for spare parts support we must concentrate on the major structural requirements as our first order of business and put some of the dress up or modification kits at a much lower priority to enable Univair to keep supplying the necessities, i.e. wing tips, wing ribs, service assemblies, etc. I know that this does not set right with some people who have a very fine Coupe except for a cracked arm rest, or are in need of a large baggage compartment, etc. I am sorry that we cannot supply every part needed for all of these aircraft from stock.

Univair distributes parts from the other major aircraft companies and we have found that if we compare our Ercoupe parts availability with old models of Cessna 120, 140, and even 150 and old Piper models of the same vintage as the 415 Ercoupe a six to eight month Piper or Cessna back order is not uncommon on most parts instead of a few, and many Piper or Cessna parts are not supplied at all.

By reading the newsletter I get the message some of the Coupe Group seem to feel that because every part requested is not available somehow we at Univair don't care or don't make a very big effort on some requests. As I mentioned earlier, we do care, we want to keep the Ercoupe line in the air, but in some cases the non-essential items get pushed aside because some structural item is needed. This has been the case with items such as replacement of an arm rest. The tooling received with the entire Ercoupe, Forney, Alon, Mooney project for the arm rest was damaged and essentially unusable. The few parts that came with the project were of only marginal use and sold on a reduced price basis (if you can use it, 100% refund if returned). Due to the cost of new

plastic forming tooling versus quantity required in the field, this part will not be available because we cannot charge the total price of this tooling job out to 20 or 30 customers over the next five years and still have a saleable part, but the airplane will still fly and without the plastic arm rest.

In some special cases we have produced low request items. Two years ago three of our people worked extremely hard for over two months pulling together and in many cases hand making a kit for one of your members, who I believe is a paraplegic, so he could convert his Alon back to a two control airplane. Even though this kit seemed expensive to this customer, the amount charged paid for less than 1/4th of the time spent by our people. We did not ask or expect thanks for this kit, however, it does hurt us for this same person to write and have published in Coupe Capers that we do not make a very big effort in serving the Coupe Group.

In some instances the only profit made on producing parts for out of production aircraft is the satisfaction gained from keeping a good design, such as the Ercoupe, in the air. When the owners of this aircraft no longer recognize this fact, the interest that keeps the Univair crew working is lost and the extra work that people like Bob White put in by taking work home each evening and weekends would soon stop with the resultant real loss in parts availability.

Sincerely,
Univair Aircraft Corp.
Stephen E. Dyer
President

P.S. As I have said to many Coupers personally, we at Univair welcome any and all Ercoupe owners to stop by Univair for a personal tour of our manufacturing facility and parts stock.

NEW PRODUCTS TESTED

Skip,

It seems another year has come and gone and it's time to renew again...my check is enclosed.

With fuel prices going clear out of sight, it's becoming difficult to do as much flying as I am used to. I have seen some products on the market — and tried some of them in the hope of saving fuel and have some comments.

First — there was a product known as XRG - an automotive fuel additive - which was reputed to increase gas mileage by 15-20 percent. Forget it - it does NOT live up to expectations. I tried it in my auto and aircraft and could detect no measurable decrease in fuel consumption...the only thing it did do was stain my hands and paint a sick shade of green. At forty dollars a quart it's pure waste!

I am in the process of testing "MICROLON" - a one-time teflon coating for the inside of the engine. It IS FAA approved - and if it lives up to its claims, I'll let everyone know. For now I'm trying it in my auto and will compare compression and fuel consumption before and after. It's rather expensive - about \$140.00 for an aircraft treatment.

Several aircraft parts suppliers have tuned exhaust headers for the small Continental aircraft engines. They supposedly give better fuel usage and drastically reduce noise. They are not STC'D unfortunately. Has anyone tried them? If so, what were the results?

Two other products I highly recommend: Armor-All and Star Brite. The Armor-All keeps the vinyl & leather in the interior in top shade...It also keeps the tires from cracking and rotting. It's great - and it DOES work. As for Star-Brite, it is an excellent protector and restorer of the exterior finish on my plane. It works like magic on the wings (fabric) and the fuselage. The biggest plus is that it can be applied in direct sunlight and will not stick and discolor as some waxes do. It's especially good if your coupe is outside all of the time, as mine is. It's excellent on plexiglass!

I hope others will write in and give results of their pet products. The more information we gather, the better informed we'll be.

Finally, Skip, we are being set upon by the FAA and the Oil Companies all of whom seem bent on legislating and pricing us to death. But I feel if we all stick together and raise hell when it needs to be raised, we can beat the game. For all its problems, we still have the BEST governmental system going, it's up to us to make it work. This point was brought home to me after reading a book I hope you'll all read. It's coming out in February to the bookstores. It is MIG PILOT by John Barrow. It concerns the story of Viktor Belenko who flew hiMIG 25 to Japan in 1976 and defected to the USA. His insights and comments on the Soviet society make all our freedoms seem much more valuable. Besides it's written by a pilot who loves flying - as we all do. Read it one and all — then somehow things - as bad as they are - will seem so much better.

Bill Divens

LARRY BLAUVELT TO ANSWER PROBLEMS

Dear Skip:

Re question and answer note in current Capers, I would be willing to help in any way I can.

Request that the question or problem be sent to me with a

stamped addressed envelope. I would send an answer to the party requesting same and also send both the question and answer to you for publication in Capers.

This way all answers would be available to all of the membership. So anyone with the same or equal problem would also get the answer.

As you know, I have two addresses:

Oct. 15 to Apr. 15 — 1259 Constitution Drive, Daytona Beach, FL 32014

Apr. 15 to Oct. 15 — P.O. Box 167, Hawley, Pa. 18428. Telephone (904) 767-9668.

Let me know what you think of this idea, I know I have been in the background for too long and George Moore's experience that I called you about gave me a shot in the tail to get going and do something.

Regards,
Larry

MORE ON CHECKS

Noting several references to coupe checks in recent newsletters, interested members may not know that such a check is nationally available as a standard item through banks served by Deluxe Check Printers, Inc. The check is ordered as the PT-SP752, a personalized wallet register style with the ercoupe illustrated in the upper left-hand corner. The ercoupe illustration, known as cut No. SP752, may be printed on almost any available check style including business size checks for a nominal charge.

Sincerely,
Emil Duchay, 1460 Windemere Drive, Minneapolis, MN 55421

IMPORTANT ANNOUNCEMENT

Dear Skip:

For the past 15 years I have been trying to run Kenney Engineering as a side-line business and also work full time at Northrop Aircraft. During the past few years, however, my work load at Northrop increased considerably, leaving me less and less time for Kenney Engineering. Also with this, I received considerably more orders for fairings, nose bowls and instruments panel, resulting in a steadily growing pile of unfilled orders and many unhappy customers who have had to wait many months for their fairings (I have been able to keep up fairly well with the nose bowls and instrument panels). I must say, however, that my customers have been incredibly patient, and I want to express my appreciation to all of you who have been waiting-and waiting- and waiting.

But things are now looking up. I have just taken early retirement from Northrop and can now devote full time to Kenney Engineering, which means I should be able to fill all orders currently on hand within the next few months.

See you all at Bowling Green. *OK!!*

Dave Kenney

"FLEA - MARKET"

I would like to suggest — if anyone has anything to sell or trade. . . . such as aircraft parts, etc. — to bring it to the Bowling Green National. I will be there to arrange your space for you at the Flea Market. This will be our first Flea Market at a National, so bring as much as you can. . . .let's make it "A Biggie."

"No Fleas"
(please)

Michigan Wing Leader
Buck Buchanan
Flea Market Director

WEAR YOUR COUPE

If you are interested in wearing your Coupe, send a picture, along with a check for \$15.00 made payable to NANCY PIERCE to Rita Wright at the address below. She will have it made and mail back to you. Takes approximately three weeks.

Rita Wright
4 Flossmoor, Springfield, Ill. 62707



SATISFIED CUSTOMER

Dear Skip,

We have some suppliers of parts for our Ercoupes who deserve some belated praise. Summer before last, Dave Edens, National Aviation Enterprises, Inc., made a complete set of windows with locks and including the back windows for my Coupe, N3911H, in 0.125 inch plexiglass. The workmanship on that set was outstanding. The back window set was his first. The fit was perfect. He really turns out a great product. Judging from the quality of the window set, I would assume that his other modifications would be just as good. This last year, I was having trouble with the nose-wheel pant, made for single fork, 5:00x4 wheel. The side-mount was allowing the pant to be skewed off-center so that it was out-of-line and caused the airplane to fly slightly out-of-rig. I wrote Dave Kenney about the problem, asking him what the cost was for a new one, and if he had any suggestions as to how to remedy the problem. He certainly did! He sent me a NEW nose wheel pant with a thru-the axle mount FREE! It is working beautifully. As far as I am concerned, A Coupe is naked without a set of Kenney wheel pants on it, and Dave really stands behind his product which is an outstanding one. His workmanship is also a pleasure to behold. Another one of our outstanding suppliers is Bob German of Skyport. Approximately 18 months ago, I purchased a 9 cu. ft. baggage compartment from Skyport, installed it at the same time I was converting to D model. A few times I ran into snags, Bob cleared them up. The instructions were the best I've ever run into for that type of kit. I am tickled with my baggage compartment. The snags were from converting my coupe from a CD to D model. My big trouble was from the A1, I had. He seemed to have trouble reading simple English. Bob has always been ready to help with any problem I have asked him about. He also gives me very swift service. The same may be said for W.E. Commings. From all of these suppliers, I have always received quality merchandise at a fair, reasonable price. It makes owning a Coupe a pleasurable experience in that you have the pleasure of coming into contact with people such as these. They are becoming a rarity in the business world today, especially in the aviation field. I am going to try to make the National Fly-In this year, I hope. We have a great club, and the above suppliers who help make it as great as it is. Thank you for your work and PLEASE hang in there. If you wish, you may put this in the Capers. I believe that all our members should know of my pleasurable experiences.

Sincerely,
Robert "Bob" Little

P.S. Do you or any of the members know of a way to attach a vacuum pump to a C-85-12F engine? I would very much like to get rid of the 9" venturi for vacuum.

GENERAL AVIATION SAFETY RECORD IMPROVED for the first seven months of 1979, says FAA. It's ironic that FAA says GA "may be headed for an excellent safety year," just as "60 Minutes," the Washington Post and the New York Daily News (and no doubt others) are investigating general aviation safety. Total accident were down 6%, from 2,585 last year during the same period to 2,437. Fatal accidents were down 15%, from 428 to 363, and fatalities were down 19%, from 823 to 669.

Air carrier fatalities rose from 9 to 281, because of the Chicago DC-10 crash. Commuter fatalities increased from 22 to 48, and air taxi dropped from 51 to 46.

GENERAL AVIATION FATALITIES at the beginning of the Christmas holidays were headlined across the country — "33 people killed in 14 private plane crashes in 11 states." If you'd like to compare that to automobile fatalities, 693 people were killed during the Christmas weekend. National Safety Council doesn't record the number of automobile accidents, just the fatalities.

1980 National Fly In

We are only 6 months away from a great get together here in Bowling Green. There will be some well informed speakers to expand your concept and enjoyment of that great little Coupe. Just to get you thinking, here is what Jon Hiles has to say of himself and what he will cover with his talk "Do It Yourself."

Carl Hall

The need for alternate transportation from Chicago to my home town in Ontario, Canada led me to consider buying a light plane and learning to fly back in 1963. Not feeling comfortable in high wing airplanes, I limited myself to low wing aircraft, while financial and other concerns further limited me to my first Ercoupe. Expert advice to the contrary, I purchased an airplane before I knew how to fly.

The first plane was a grand '48 model E Ercoupe with a controllable pitch propeller. It served me well for five years and kindled my interest in "doing it myself."

Progressing onward in hardware and experience, I acquired a 1957 Forney F1 which lived with me for some ten years. In between long self-imposed maintenance and modification sabbaticals, 7500C carried me wherever I asked it, from Canada to the Bahamas.

Failing in my quest to progress onward to an Alon, I settled instead for a Mooney Cadet which presently occupies my maintenance barn at Springfield, Ohio airport.

In between those wonderful hours flying the Coupes and maintaining them, I, armed with a Mechanical Engineering degree, managed to support the whole operation thru almost twenty years in the aerospace industry, mostly in quality control functions. After my work on the B1 bomber evaporated with Jimmy Carter's incredibly stupid decision to cancel that program, I signed on as a Procurement Representative with Douglas Aircraft out of Long Beach, California.

My extensive business travel has given me the unique opportunity of maintaining contact with those wonderful Aircoupers who heard and appreciated my initial message presented at Tahlequah. These exchanges are invaluable to me in furthering my concept of "do it yourself." We have a common problem with the Federal Aggravation Agency when it comes to keeping the high cost of aircraft ownership in line. The very people the FAA require us to patronize are all too often much further down on the learning curve when it comes to specific Ercoupe/Aircoupe knowledge than we are.

As I enter my 17th year with Coupes and Coupers, I look forward to the opportunity of sharing my experience with everyone at Bowling Green in July. If I can help just one soul alleviate just one of his maintenance concerns, it will be well worth my efforts.

Jon Hiles

1980 NATIONAL FLY-IN

If you don't like airplanes, what do you do in Bowling Green, Ohio. While the other half if at his hobby, there are some other things to do.

There will be a field trip to the Toledo Museum of Art. This is one of the better exhibits in the US, with a very good collection of Glass. Of course, there is always shopping.

Or, if you like sports—we have a deal for you.

- 1) Student Recreation Center — two pools, jogging track, handball/racquetball, exercise rooms, table tennis and many more.
- 2) 15+ tennis courts
- 3) Golf (18 holes)
- 4) Ice Skating

Then there is a lot of things to do after the big event. How about a side trip to Dayton and the Air Force Museum or Lake Erie Islands or the Henry Ford Museum and Greenfield Village in Dearborn, Michigan.

You may not have counted, but there are 700 Coupes 500 miles from Bowling Green and about 1200 only 750 miles out. I expect some 200 or 300 to attend our Fly-In.

As you can tell there will be a lot to see and do. It's up to you to be there!!!

This will be a great Fly-In. There will be a lot of information to take home. For example, on Friday, July 4th the 2:00 p.m. forum will be given by John Wright on "General care and operation of the coupe." John is an A&P and has much information to pass on. Here are his notes on himself and what he will be covering.

I have been a member of the Illinois Air National Guard since January 1953 and have been employed full time as an aircraft mechanic since November 1954. I also work part time for Starchief Aviation at Jacksonville, Illinois. I started flying in 1968 but didn't get my license until 1976, might be a record, I don't know. There were a lot of ups and downs in the process. Anyway, I bought my coupe in January 1974, it was in a bushel basket, with some of the baskets missing. I rebuilt it from scratch and flew it in December 1975. Since then I have been adding modifications here and there and I'm still working on it. Hope to have a new Inst. panel in by the fourth of July which will be the last mod. I think I have flown it a little over 600 hrs. I also have some time in Pipers, Tomahawk Warrior and Archers, Seminoles and Seneca's and a little in 310 Cessnas. At present I'm working on my Inst. rating.

I plan to give a lecture on maintaining the coupe. Some of the things I have learned since I started on mine. Also, shortcuts that I have found, the things to look for etc., also, I would like to touch a bit on safety ground and air as you know General Aviation's Accident rate is on the upswing. After this I plan to open the meeting up for discussion to let others tell about their experiences. Should be able to take care of 1½ hrs. without any problem.

Plan to be involved, attend, enjoy and learn more about your coupe at the 1980 National Fly-In.

TENTATIVE SCHEDULE

THURS., JULY 3

Noon-6 P.M.

Arrival & late registration
(All rooms & banquet tickets by pre-registration or during this time).

7:00 p.m. Cook-out on field
(Bar-B-Q Chicken) (Cash)
9:00 p.m. Meet and discuss with the
designer, Mr. Weick. Dorm Lounge,
(Cash beer bar and snacks)

FRIDAY, JULY 4

7:30-10 a.m. Breakfast at dorm (cash)
10-noon Films at airport
Noon Cash lunch on field
1-3 Pinch/hitter at airport
Ms. Elizabeth Sluhan (fee)
1 p.m. "Univair the Ercoupe
Parts Factory"
2-3:30 "General care & operation of
the coupe" at Airport (John Wright)
(A&P)
4 p.m. "Mods & kits" at Airport
(Bob German)
6-7:30 p.m. Dinner at dorm (cash)
7 p.m. Meeting of Club Officers
(Lounge)
8 p.m. Film at dorm (slide
shows, etc.)
9 p.m. Beer and Bull at dorm
(cash beer bar and snacks)
After Dark Fireworks in city park

SATURDAY, JULY 5

7:30-10 a.m. Breakfast at dorm (cash)
9 a.m. Tour (bus) Toledo Art Museum
9 a.m. Predicted log competition
(Bob Staight)
9 a.m. Flea Market at Airport
10 a.m. Aircraft Judging
12 Noon Cash lunch
1-3 p.m. Pinch/hitter at Airport
1 p.m. AIU & Insurance for the Coupe
Jon Hiles at Airport
2-4:30 p.m. "Why Not Do It Yourself"
Weather outlook FSS on field
Happy Hour
5 p.m. Banquet - Business meeting
& awards, Ham Buffet (\$7.00)

SUNDAY, JULY 6

7-10 a.m. Breakfast at dorm (cash)



HINTS & TIPS

Dear Skip,

I will forego my normal monthly telephone call to you this time so that I may pass on a helpful hint or two.

First, in regard to leaking nose tanks. There is a preparation that we are using on our Coupes that is used by the Air Force to seal tanks and offer protection in the event of rupture. Our A.I. approved it for us. In that we have had access to this product through contacts at a local Air Force Base, I can only offer the name of the product and the company that manufactures it. Those who are interested may contact the company as to availability and cost.

SEMKIT
PRODUCTS RESEARCH & CHEMICAL CORP.
GLENDALE, CALIF. 91203

This product is very stable and covers the tank with a rubber like compound that is very durable. It will also cover any cracks or holes. It really isn't necessary to patch small holes prior to using it. It comes in plastic tubes with a seal between the sealing compound and the hardner. It is simple to use and mix. About 5 tubes will cover the tank (outside) top, bottom, front, and rear. Of course, it's necessary to remove the tank in order to do this. Hind sight never was worth a damn so why not try a good safe preparation and possibly eliminate a potential hazard. I'm sending you a cover that one of the tubes came in.

Through this letter I would also like to send my regards to Perry Tanner and wish him a speedy recovery. Most unfortunate accident.

If any of your people out there in COUPELAND do this thing with your nose tank, take time to check out all the other things you have hanging under there to see what shape they're in.

Skip, you know from our conversations that we have a number of projects going on down here in our shops. The FAIRCHILD 23 is being painted and will be ready to go this summer, what a beauty. The FUNK will likewise be ready. A completely rebuilt CHAMP will soon be rolling out. The TAILERDRAFT will be ready in the Fall. The COMMONWEALTH is in the hanger for some finishing touches. The 140 will eventually make it. There is some kind of yellow thing in the

hanger that was supposed to fly in December 1979. It belongs to our mechanic instructor and he told some newspaper reporter that that was when it was going to fly? My coupe is being completely overhauled. I split my case last night and looked at my crank and I hate to mike it because of what I'm going to find. We just got another Coupe in to rebuild and we have one beautiful coupe flying. So much for that.

I am going to make that Sun-Fun-Fly In again this year. I'm going to fly my DOTSUN camper down Highway 95. Will be there all week, and then some. Milt, save me a place to camp there on the field at Lakeland. I'll help you babysit your booth— will bring my own chair. I got to go man, see you in Florida.

Sincerely,
Fred Fisher, Elizabethtown, N.C.

Thanks to Jim Van Dyke and Harold Pressman
who sent in the following:

ERCOUPES AND CROSS-WIND

Cross-Wind Landing Information Needed:

Since distributing the write-up "Low and Slow in the Ercoupe" last June, we have had numerous requests for a similar article on Cross-Wind landings and Take-Offs. We, therefore, submit this article to assist pilots who have not yet completely mastered the Ercoupe under cross-wind conditions. The handling of the Ercoupe in cross-winds is very simple. However, it requires a certain knowledge, particularly when to let the airplane take care of itself.

Cross-Wind Landings:

When making cross-wind landings, the approach to the run-way should be the same as for a normal landing, maintaining the same air speeds. However, when you are in line with the end of the runway you will find that the nose has to be pointed slightly upwind from the runway in order to maintain the flight path along the runway. This is normal with the Ercoupe and you should maintain a necessary crab upwind to take care of the cross-wind drift resulting from the force of the wind. As you approach the ground, the wind force reduces somewhat and, therefore, you may have to hold slightly less crab. Except for the momentary dropping of your wing to change this crab, you should hold your wings level on your approach. It is particularly important to have your wings level at moment of contact of your main gear. It is equally important to contact the ground at the slowest possible speed, even though you find the crab angle increases slightly as you slow down since the airspeed of the airplane becomes smaller with respect to the wind force and, therefore, the angle may become larger. On contact with the ground, relax your grip on the control wheel, or better still, LET GO of it COMPLETELY for a moment. This will permit the airplane to change its direction by casting of the nose wheel so that it will point down the runway in the direction in which it was traveling just prior to contact. If you do not permit the nose wheel to caster, but hold it rigid, the airplane will not be permitted to swing in line with its direction of travel and you will, therefore, get something akin to a ground loop. One wing will tend to rise, particularly if you have landed in a gust or for some other reason are not at minimum speed. The proper procedure to extricate yourself from this predicament is a sharp application of the brakes. Application of the brakes will bring your nose down, will bring your high wing down, and will slow the airplane at the same time. These three effects all combine to give you complete control in a few feet of travel.

Cross-Wind Take-Offs:

In cross-wind take-offs, the Ercoupe should be handled with the same thought in mind that is required in cross-wind landings. That is, "when in the air, fly it; when on the ground, drive it" and "do not hesitate in a half-flying, half-on the ground position." In order to make a take-off with a strong cross-wind, you start by driving down the runway until adequate flying speed has been achieved. This speed should be about five miles per hour above the minimum glide speed of the airplane. Upon reaching this speed, pull the control wheel back rather abruptly to clear the ground and then ease the wheel gently forward to pick up speed while flying parallel to the ground and a few feet above it. As soon as normal climb speed has been achieved, pull the nose up gently to climb in the usual manner. When starting a take-off on a runway, it is desirable to start the run on the downwind side of the runway, (if the wind is blowing from the left, you should be on the right side of the runway) and continue along this edge of the runway until you start your climb. In doing this, you allow yourself the width of the runway for maneuvering since any tendency to swerve will be into the wind. If the nose wheel hits a slippery or gravel spot, there may be a slight tendency for the wind to weathercock the airplane, and this will result in a deviation of the run towards the wind. Upon taking off, the airplane normally tends to weathercock into the wind as the nose wheel leaves the ground. This compensates fairly closely for the amount of crab necessary to continue down the runway and, therefore, on the actual take-off there is rarely any tendency for the airplane to move sideways across the runway after leaving the ground. If the airplane strikes a slippery spot and tends to swerve at a speed a few miles an hour above minimum speed, it is often possible to pull it off the ground

then and continue flying down the runway just off the ground, instead of holding it on and trying to straighten out your ground run.

Cross-Wind Landing Gear:

Many people have asked what our opinion is of the cross-wind landing gear and its application to the Ercoupe. The C.A.A. has installed such a landing gear on an Ercoupe and left it on our field for a considerable length of time, at each time after several modifications in an attempt to make the gear equal to the standard Ercoupe gear. We still do not believe that they have achieved anything like the equivalent characteristics of the Ercoupe gear by swiveling the main wheels. True, it makes a slightly smoother landing in cross-winds and you can land at speeds above the minimum speed of the airplane without having a tendency for the wing to rise. However, counteracting this, the gear is very hard to control on the ground. Originally, they had individual brakes, in order to control the airplane and this added the required coordination on the ground. Later, they eliminated individual brakes on our insistence and the last configuration was controllable without individual brakes. The control was more like that of a seaplane, however. When the wind was strong, you were not sure exactly what direction you were going to taxi in and there was a definite lag in starting a turn or in coming out of it. It, therefore, did not give the positive control that has made Ercoupe so famous as a simple airplane to handle on the ground. We do not desire to give up these qualities in exchange for the ability to make a fast landing in a cross-wind.

Bob Sanders
June 2, 1949

LOW AND SLOW IN THE ERCOUCPE

Improper Landings from Poor Instruction

Word continues to reach us of many improper landings being made throughout the country in the ERCOUCPE. We can only conclude that improper instruction is the cause of these landings and the resultant high maintenance costs that ensue. The ERCOUCPE is a safe and simple airplane to fly; no difficulties with landings should be encountered if a few simple and easy rules are taught and observed. Proper landing instructions will go a long way toward reducing accidents, the cost and inconvenience they involve, and toward improving ERCOUCPE'S already excellent reputation in the flying world. With this idea in mind, let us examine some of the errors most generally made and see what we can do to improve landing technique.

How Fast?

The major error most prevalent in landing the ERCOUCPE is too much *air speed on final approach*. For the student and less experienced pilot, 70 mph on final approach is ample. At this speed, full control is maintained and the rate of descent is gradual. For the experienced pilot, 65 mph approach is plenty fast and more than adequate to insure full response of all controls, (though the angle of descent is somewhat higher than at greater speeds and consequently more judgment and experience is required for the "flare-off.") Let's give this a try. SLOW THOSE APPROACHES DOWN to a reasonable speed. On a calm day or with a light breeze, the speed in approach can be dropped another 5 mph to advantage.

Keep Your Nose Up

It further appears that some pilots are under the impression that the ERCOUCPE nose gear should be used like a battering ram. Obviously, an error. The ERCOUCPE should be landed in a nose-up attitude. Excellent results can be obtained from a "full-stall" landing. Landings of this type will insure that the landing is made on the main gear. After initial contact has been made, let the nose come down and then apply brakes *if needed*. Don't land nosewheel first, it won't work for long. *Don't shove* the wheel forward. Let it slide gradually to neutral *slowly*.

When making cross-wind landings, land in a "crab" attitude ON THE MAIN GEAR. *Be sure* it is a *minimum speed* landing. Again, lower the nose; do not shove it down. The airplane *will take care of itself*. Do *not* try to turn down the runway as you land. Just keep the wings level and hold wheel loosely until the ship is well on the ground. A generous application of brakes will right wings if one starts to raise—the result of a *fast* landing. The slow cross-wind landing is one of the hardest features to sell to pilots. Once it has been properly demonstrated, however, the ease of the landing will convince even the most hardened sceptic. Give it a try. Let the airplane do the work. But do it at *slow* speed.

If by chance you come in too high and slow, use a little throttle. *Do not* shove wheel forward to pick up speed at less than 50 feet altitude. It takes a little altitude to get the nose back up. This applies equally well on a bounce.

How About Take-Offs?

Now a word on take-off. The shortest possible take-off from a hard, smooth field is made with wheel neutral run until 45 mph is reached when the wheel is snapped back to clear the ground. Then wheel is eased forward to maintain a few feet of altitude while picking up at least 60 mph air speed for climb. This is not a smooth take-off and is *not* recommended for normal use. It is good to know for limited

runway and is the same technique as the cross-wind take-off except that 50 mph should be used in cross-wind take-offs. Do *not* hold wheel forward of neutral on cross-wind take-off; pull off the ground when airplane feels too light to stay down.

For normal take-off, hold wheel well back of neutral—except on soft or rough fields hold full back—and let ship pick up speed. It will take-off normally at a safe speed and climb should then be made at 65 mph for best rate (60 mph for best angle) of climb.

Treat the Landing Gear Right

On rough fields, except strong cross-winds or tail winds, keep the airplane weight off the nose gear as much as possible by holding the wheel back, during taxiing as well as take-off runs. To save the nose gear and brakes apply the brakes gently and then only after the nose wheel is on the ground. Reserve sudden application of the brakes for extreme conditions.

In the ERCOUCPE you have an extremely reliable and rugged landing gear. Like any other mechanism, however, it will give trouble under abuse or misuse. Treat it right, and it will take care of you. Check your gear after unusually hard treatment.

To get maximum use and long-life from your landing gear and to reduce accidents and maintenance costs, let's practice and preach the following simple rules:

(1) Reduce approach speeds to 70 mph, or less; (2) Land on main gear and lower nose gently; (3) Cross wind landings are simple — land crabbed (and slowly) on the main gear, lower nose gear. The Ercoupe will do the rest; (4) Keep weight off of nose wheel when possible; (5) Check, lubricate, and fill landing gear regularly. Check particularly after unusually rough treatment.

Yours for more and softer ERCOUCPE landings.

Bob Sanders
June 30, 1948

HINTS N TIPS ICING

I was out flying yesterday and it may be a good idea to warn our Capers about ice. I know we have all had our warnings, but it happens so fast. My mishap wasn't bad, but it could have been. I was flying in light rain about 2000' when I got about 10 miles from home I came down to about 1500' for about 5-10 minutes. When I hit the ground there was ice on the leading edge of my wing.

John Swan
Watseka, Ill.

FOR SALE

MICHIGAN-For Sale or trade Stits Flut-R-Bug, excellent two-place tandem with Canopy, 65 H.P. with only 164 SMOH, 961 TTAF, new paint last summer. Great fun plane for \$3500 or will trade up to Coupe. Contact Max Lee at 616-854-1610 after 5:30 p.m.

I have the following parts for sale: 1 right wing, metal w/landing lite; 1 left wing, needs main spar and 9 end ribs; 1 right main landing gear; 1 nose gear with fork & tire; 1 complete tail w/split elevator; 1 ring-nose cowl mounting; 1 Genave Alpha 200; 1 Genave Beta 5000; 1 Narco Com 11A; 1 ELT Emergency Locator Beacon Corp. All dust covers for the radios burned up in the fire. Leopold G. Scharf, 636 Leadmine Road, Gaffney, S.C., 29340 (803) 489-0710. No collect calls please.

Alon Aircoupe 1968 A2A 100 SMOH A&E Escort 110. New plugs, mags, harness, pistons, rings, valves, guides, bearings, air ducts, prop OH. New paint interior, windshields, tires, battery, bellville springs, ELT AH DG trim cable, etc. A like-new Aircoupe. \$9500. Harry R. Caldabaugh, 438 Snow Hill Road, Salisbury, Md., (301) 742-1185.

Alon A-2 C-90 Fact. Rudders TT A/C and Eng 670 Hrs. Based in Arizona since 1967. New Velour interior. Nov. annual. 300 Nav Com, Turn & Bank, Art. Hor., Cyl. Temp Gage \$9,500. Fred Gluntz, 3014 W. Evans Dr., Phoenix, AZ 85023 (1-602-993-7223)

415C, 85 H.P., Metal, No. 1611, many new goodies including paint and interior, flies great, \$7000 invested — will take \$5500. Lonnie Ratliff, Box 451, Route 3, Forest Ave. Extension, Jackson, Miss. 39213 (601) 924-1180 after 7:00 p.m.

415D Ercoupe 1150 TTAF, 675 SMOH, 90 HP, All Metal. No radio. New glass, large rear windows, large baggage (no-rod across), Bubble w/shield, Double nose-fork, new tires, DG, A/Horizon, New Imron—beautiful, no damage, Nov./80 Annual. \$4800 or best offer. H.A. Deakin, 7 Bridle Trail Rd., Ridgefield, Conn. 06877. 1-203-438-5203.

1946 Ercoupe 415-C, 100 hrs. Major, 85 HP, fresh annual, Dual landing lights, position lights, strobe, Genave Alpha 200 Navcom. \$5,000.00 or best offer.

Ted Serafin, Evenings or weekends — (617) 447-4039

1948 Ercoupe 415-CD 1400 lb. gross wt. 1360 T.T. Airframe; 361 on 85 hp engine. Alpha 200-B Nav-Comm, Beta 5000 Transponder, Telex headset with boom mike, E.L.T., Ceconite wings, Balance Polished Aluminum, Strobe, Nose landing light. New windshield, rear windows, battery, main gear tires & muffler. T&B, R/C, 2 compasses, quick oil drain, Airtex interior, Quadrant throttle - Licensed til Sept. 1980. \$5700.00.

O.M. Raymer, 5207 No. Villa No. 29, Clovis, CA. 93612
(209) 299-5514

TROPHY WINNING COUPE FOR SALE

415C, 85 HP, 625 SMOH, Escort 110, Cleveland brakes, many custom mods: Panel, Interior, Baggage, Bucket Seats, Wing Lndg Lites, etc. \$7,500.00. Eran & Ken Heath, Ph: 918-224-0644.

Alpha 200, \$425.00; 8 day clock 2 1/4 \$40.00; Three piece Alon Panel, make offer; elevator (standard), Make offer; Steel wing tanks, make offer; Call or write Joseph E. Todd, R.R. 5, Box 198A, Connersville, Ind. 47331. 317-827-0064.

Ercoupe Nose Cowl Landing Lite Assemblies \$30.00 per kit, shipped without bulb. These can be used in pairs right & left. \$1.25 postage.

Buck Buchanan
1448 Sylvan Glen, Okemos, Mich. 48864

1946 Ercoupe 415-D 85HP engine. Annualed May, 1979. Good compression on all cylinders. 360 Nav-Com, Double nose fork. New canopy windows and welts, rotating beacon. All Polished Aluminum. 1600 TT, 600 SMOH, Ser. No. 974, N93651. Price \$5,000.00. Contact Darrel Palmer, P.O. Box 207, Union Springs, AL. (205) 738-4185 (days) or (205) 738-4656 (nights) OR Bill Salter (205) 738-2080 (days) or (205) 738-2051 (nights).

FOR SALE—Complete right wing for Ercoupe 415 fabric untested. \$300.00

Lloyd R. Boatman
249 Date, Akron, Colo. 80720, Phone 303-345-2620

WANTED

Outboard half of a left wing and a left aileron. Needed to put SN 42 back in the air. I know of a right wing and aileron for sale in El Paso area. Needs recovering and the owner is asking a good price but there is one here.

Fr. Tom Rowland
West Texas Airport, El Paso, Texas 79927

C-90-16F engine. Must have good case-crank-cam-etc. Will build it myself. Any help appreciated.

Ralph Norris
4431 W. Calle Marco, Tucson, AZ. 85704

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Allow 4-6 weeks for delivery

DEALER INQUIRIES INVITED

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Roy Wright, 24490 S. Skyland Dr., Canby, Ore. 97013 (503) 266-9777

Wing Leaders

Washington - Daryle Lessard, 635 S.W. 142, Seattle, Wash. 98166, (206) 242-6119

Oregon - Roy Wright, 24490 S. Skyland Dr., Canby, Ore. 97013, (503) 266-9777

Idaho - Walter Rettig, 1574 Lola St., Idaho Falls, Id. 83401, (208) 522-7435

Alaska -

REGION NO. 2

Regional Director

Wayne Olson, 6788 Kittyhawk Ave., Hesperia, Cal. 92345, (714) 244-9821

Wing Leaders

Cal. N - Bill Geddis, P.O. Box 5296, Eureka, Cal. 95501, (707) 445-0202

Cal. S - Wayne Olson, 6788 Kittyhawk Ave., Hesperia Cal. 92345, (714) 244-9821

Nev. - Hawaii -

REGION NO. 3

Regional Director

Jack Harkness, 4110 W. Lawrence Ln., Phoenix, AZ. 85021, (602) 939-8293

Wing Leaders

Ariz. - Jack Harkness, 4110 W. Lawrence Ln., Phoenix, AZ. 85021, (602) 939-8293

N. Mex. - Utah -

Colo. - Bob Plegge, 1693 Xenia, Denver, Colo. 80220, (303) 321-4232

REGION NO. 4

Regional Director

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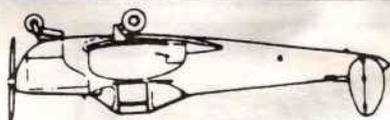
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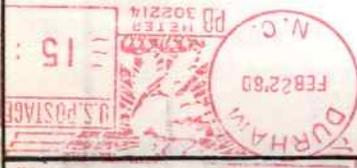
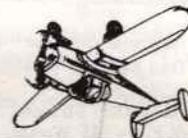
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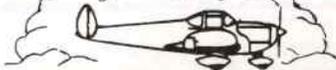
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