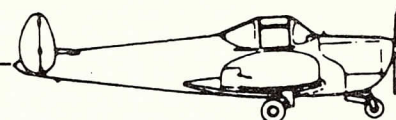


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 9, Number 8, January 1981

Editor: Skip Carden

COMING EVENTS

**ERCOUPE FLY-IN
SATURDAY & SUNDAY, JANUARY 24 & 25
10:00 A.M. SAT. THRU SUNDAY AFTERNOON
NEW SMYRNA BEACH AIRPORT
NEW SMYRNA BEACH, FLORIDA**

This fly-in is for you if you're an Ercoupe, Forney, Alon or Mooney Cadet owner, former owner, future owner, admirer, enthusiast, or if you just enjoy airplanes and flying.

Fly-in, drive-in, jog-in, walk-in, this is an informal get-together to look at, discuss, admire and fly our airplanes. We'll also plan future get-togethers, and our participation in the upcoming Sun 'N' Fun fly-in at Lakeland, March 15-22. Let's get some group activity going within our State and double the enjoyment of our airplanes and flying.

New Smyrna Beach Airport, located slightly north of the City, is an uncontrolled airport with unicom on 122.8, long runways and a good restaurant. We will also have ground transportation for those wanting to go into town for shopping or to spend the night at one of the many excellent motels; and, remember that Dave Willman, who is probably the finest Ercoupe mechanic in the southeast, will be there to answer questions and visit with you.

Come - look - talk - fly - Enjoy a day or a weekend of fun, flying, and fellowship. Fly carefully - bring your tie downs. There will be a surprise prize on Sunday - we're looking forward to seeing you at New Smyrna Beach on Saturday, January 24 or Sunday, January 25, or both!

William T. Morrison, Regional Director, Region 10, E.O.C., Brandon, Florida (813) 689-6449. Joe B. McCawley, Official unofficial fly-in organizer, Orlando, Florida (305) 894-0066.

NEWS FLASH!

Our founder and executive director, Skip Carden, is planning to fly in from Durham, North Carolina to be with us and Fred and Dorothy Weick may well visit us one or both days. Mr. & Mrs. Weick have just returned from a 5 continent tour and will share it with us.

**COME AND ENJOY A WEEKEND OF
FLYING AND FELLOWSHIP!**

SUN 'N' FUN 81

Sun 'N' Fun is just around the corner, March 15-22, 1981 at Lakeland, Florida. If you haven't been to one of these events before you should definitely come to this one, as it will be one of the best. We have made arrangements with Sandy Mott and the Sun 'N' Fun folks for the ERCOUPE OWNERS CLUB to have their very own Tent this year. This means that we will have a 20 x 20 tent with chairs, possibly coffee and some cold drinks for our members and guests. We can have our forum in the tent and also we can sit around and visit as much as we like. I feel like the tent will make us not only comfortable, but make us very visible. Fred Fisher will be on the grounds and will be available all week if he is needed. I will be in on Wednesday or Thursday and Joe McCawley and I will be at the Holiday Inn South. As in past years, all Coupes will be parked in a line, probably in the same location as before. This should really be a good event with promises of good weather, good fellowship and a good time. So make plans early and come south and unthaw your bird!!

A WORD ABOUT ROOMS

As you know, this is the busy season in Florida with tourists everywhere. Rooms are in short supply but Joe managed to talk Holiday Inn South out of 10 rooms for the Ercoupe Owners Club. The rooms will be held until January 27th. AND NO LONGER!! All rooms are poolside and have only one bed, the price is \$33.00 single and \$39.00 double. This is the closest motel to the field and where we usually meet for our dinner and snack meetings. There is an International House of Pancakes next door and a Sizzler Steak House on the other side. Also a shopping plaza. The rooms must be reserved no later than January 27. We have rooms only for Thursday, Friday and Saturday. You must give one night's rent or a guaranteed reservation to hold the room. Also, when you call, be sure to tell them you are with the ERCOUPE OWNERS CLUB and that you want a single bedroom with one bed. So as not to have any confusion, you should call the motel direct. This way, you are talking with the people whom you will be

staying with. Their telephone number is: Holiday Inn South, 813-646-5731. Address is: 3405 S. Florida Ave., Lakeland, Florida. Make plans early to come and have a good time. More later.

Skip

BAJA TRIP REPORT

Hi Skip,

The trip to LaPaz, Baja California Sur the week of 7 Nov. thru 12 Nov. was an absolute piece of cake. You could not have had better weather or gotten lost if you wanted to.

When I arrived at Mexicali, BCN at 2:20 P.M. 7 Nov., Rich Anderson, N3968H, and his buddy, Elmer Garcia, were there waiting to greet me. The next arrival at 4:00 P.M. was Gary Dallugge, N3040G. We waited till approximately 5:00 for others to arrive, but no luck.

The four of us took a cab into Mexicali to spend the night at the Hotel Lucerna and man, is it a fancy joint. We signed into our rooms and went down to dinner. The food was excellent and as we were enjoying the meal, Joe Brooks, N2074H, showed up. He stated he landed at Mexicali at 5:00 P.M. We must have just missed each other.

We all had a good time yakking about one thing then the other. Rich Anderson flew to Mexicali from San Marcos. He said he had no problem with weather. Gary Dallugge said he got a special out of Van Nuys about 1:00 P.M. He said ATC vectored all over the place before he was finally on top for clear VFR flying. Joe Brooks, to put it quite frankly, had one devil of a time getting out of Torrance. He finally got out on a special. Gary and Joe both agreed that the weather in the L.A. basin was a real dog. Both also agreed next year they will fly to the desert the day before.

On Saturday, 8 Nov. we all got up before daylight and took a cab back to the airport. We very impatiently waited for customs and the Mexican FAA to arrive to clear us for LaPaz BCS. While we're waiting Jim Robertson, N2068H and his buddy, Jim Mummy arrived. Now we had five Coupes on the field. At 8:35 AM we were cleared for takeoff to LaPaz.

Oh! What a beautiful sight those five Coupes made in the air.

We picked up a heading 155 degrees and soon passed over San Felipe. We tacked on 122.9 all the time and decided not to go clear to Bahia De Los Angeles for fuel but rather we should land at Rancho Santa Ynez. We continued down the East Coast of Baha California. It was so clear you had at least 80 miles of visibility. Anyway as we were flying down the coast we came to the community of Miramar and turned left to a heading of 230 degrees so as to intercept Rancho Santa Ynez. Needless to say, we missed it by about 10 miles. What we thought was Santa Ynez was actually El Arenoso. Fortunately, some pilot flying a Yankee heard us talking and directed us further south into the foothills.

I was the last one to land at Santa Ynez. Jim Robertson had to make a go around as when he was almost down a couple of horses that had gotten loose were crossing the runway.

Rancho Santa Ynez is the finest free enterprise airport in all of Mexico. 100 octane fuel was all that was available and it cost \$1.25 per gallon. Donna Josefina owns the airport lock, stock, and barrel. It's paved and well maintained. She operates a small lunch stand there and the food is good and very reasonable. She even has a bunk house with good clean beds that she rents out for \$2.00 a night. Nothing fancy, just clean.

Following our breakfast stop, we all departed in mass for Bahia De Los Angeles where we topped off our tanks once more with 100 octane at \$1.60 a gallon. Considering how far the owner had to truck in the fuel that ain't half bad. This was probably the worst airport that we landed at. It was very rough.

Once more we departed and picked up a heading 130 degrees and down the coast we flew. We soon passed a very large island on our left. It's called Isla Angel De La Guarda. We continued on until we passed the Santa Rosalia VOR and Bahia Concepcion came into view. Lord, but that is a beautiful bay. We continued onward until Loreto came into view and we landed at a brand new Mexican Government airport. Fuel here \$.72 gallon for 80octane. Boy, did we like that.

We spent the night at the Sportsmen Lodge right on the bay. The room was simple and clean with a shower, flushing toilet and an air conditioner. It cost us \$12.00 a piece and that included the evening meal and breakfast. Not too shabby is it?

The next morning I awoke at about 5:00 am to one of the most beautiful sun rises I have ever seen. I woke Joe Brooks up so he could witness this sight. We both took a lot of pictures of that sunrise. It was too beautiful for words.

At about 7:30 a.m. on Sun., 9 Nov. everybody was up so we went and had breakfast. A real good Mexican breakfast, very filling.

At about 9:00 am we all gathered in the lobby to get a cab back to the airport. That was one loaded down 1980 Ford LTD, I'll tell you.

After a pre flight we all thought we were ready to go, but not so. Rich Anderson stuck a valve. So nothing else to do but stick around and try to help out. Fortunately Rich had his tools with him.

A Mexican who has his plane based right there at Loreto came over and helped Rich out. Helped him pull the jug, took him into town to his machine shop, reworked everything and helped Rich re-install his jug and all for \$500.00 Pesos, that's \$22.22 American. That's class.

Before Rich took his jug off it was decided that a couple of us should go on ahead to secure our motel rooms. Therefore Elmer Garcia climbed aboard my Coupe and we departed for LaPaz. Jim Robertson and Jim Mumy tagged along for company.

Have any of you ever encountered carb ice on climb out? Well, I did that day at about 3500 feet. Not once, but four times that morning. Each time I pulled the carb heat on and the engine settled right down again. What I wasn't to discover until after I got home was that the butterfly valve that directs the heat to the carb was not functioning to full capacity. It appears that I was only getting about 10% of the heat that was required. That could kill you.

Anyway we arrived at LaPaz and before we left for the motel Las Gardenias, Joe Brooks and Gary Dallugge arrived.

I had already refueled my Coupe so I went to the Mexican FAA to close my flight plan. While there I got into a real interesting conversation with this official. I asked him what there was to this rumor that some Americans had their aircraft impounded and taken from them. This is his statement in full. "There is some basis for the talk you hear about. In your country you tell someone he is doing wrong many times, then you reach out and slap his wrist and say Naughty, Naughty. In my country, we tell you one time and one time only. If we think that there might be a language problem, then we rectify that before any action is taken." I personally can't see anything wrong with that. When in Rome, do as the Romans do.

Anyway, we crowded into a big Ford LTD station wagon and went to our motel. It was a real nice place with center courtyard with a swimming pool and all. All rooms had an air conditioner too. The price, unbelievably low, \$10.00 per day per person, U.S. money.

John Riffe, unfortunately, had been called out of town on business, so his good wife Gloria greeted us with an ice chest loaded with beer and one bottle of whiskey. Man did that taste good after all that flying.

Later we asked Mrs. Riffe if she would like to have dinner with us and could she suggest a good place for a fish dinner. And boy did we have a dinner! You won't believe this, but here goes. First course, shrimp cleaned immaculately, second course, a huge bowl of turtle soup, loaded with meat, third course, baked stuffed clams, at least 4 inches wide and loaded with goodies, fourth and final course was a huge Mexican lobster. I was so full I couldn't breathe.

We told Gloria good night and I went back to the motel to sleep it off. The others went downtown for a while. That was a meal that I shall remember for a long time.

Sometime later that day Rich Anderson showed up. His plane was fixed.

The next day which was Monday, 10 Nov. we all took a cab back out to the airport for the flight around Cabo San Lucas. After filing our flight plans we departed LaPaz and flew northeast towards Puerto Mejia and around the point enroute to Rancho Buena Vista. Some flew low, almost down on the water, others of us, to include myself, preferred to fly at 1000' AGL to our destination.

When you land at Rancho Buena Vista you land uphill regardless of how the wind is blowing. That, my friends, is some experience, as it goes from 15' to 41'. The runway was soft sand so you really slowed down fast.

The lunch we had at Rancho Buena Vista was nothing to crow about. In fact, I thought it was lousy. It was the only bad meal we ate the time we were in Mexico.

When we departed Rancho Buena Vista we put on a little airshow for them. That was really fun.

About an hour later we landed at another Mexican Federal Airport by the name of San Jose Del Cabo. We filled our tanks, filed new flight plans and departed for Cabo San Lucas. That has got to be some of the most beautiful scenery in existence. It's absolutely spectacular. Finally we turned the corner and started up the Pacific side of Baja California along wide white beaches and about 50 minutes later we landed back at LaPaz.

Tuesday, 11 Nov. we cleared the motel and Mrs. Riffe picked us up and took us to the Airport for our departure north. Naturally we filed flight plans, that's a must in Mexico, for our next stop which was Mulege. Jim Robertson and his buddy, Jim Mumy decided to go back to Cabo San Lucas to spend the night in one of those fancy hotels. It cost them \$142.00 US money per night. Wow.

Anyway on arrival at Mulege we spent the night at the Hotel Serenidad in our own cabana. The price about \$11.00 US per night per person.

Rich Anderson and I took a cab into town for a visit and ate in a little cafe. That was a mistake cause we both came down with Montezuma's Revenge. Fortunately, I bought the cure and it worked fast for

me, but poor old Rich had one heck of a time. The rest of the group ate at the hotel.

The next day, Wednesday, 12 Nov. I departed by myself as I had to get home to get some chores done. I lifted off at 5:00 am into a real clear dawn and landed at Bahia De Los Angeles, Rancho Santa Ynez, then Mexicali. Cleared customs and on to Calexico. Tried to call FSS Imperial County and couldn't raise them. On landing I found out that my radio was malfunctioning. I found out later that my generator was not working. Cleared USA customs and flew into rapidly deteriorating weather to Apple Valley for fuel. Wayne Olson was there and told him about the trip. From there, home to Quartz Hill Airport.

Three big questions remain. How much did it cost me? Would you believe less than \$300.00 USA.

Make sure you carry plenty of Mexican Pesos with you in small denominations. Nothing over \$100 Peso Note and plenty of \$10.00 Peso Notes. Did we ever feel cheated by anyone? Absolutely not.

And Number Three, that last question. Will we ever fly back to Baja again? You bet your sweet bippy we will. We have already rescheduled a new flight for 1981. We will meet again in Mexicali on Saturday, Oct. 31, 1981. This will give all you good Coupers out there plenty of time to get your Coupes in shape and come with us.

I want to emphasize that at no time did we ever feel threatened, at no time were we ever treated other than first class. The hospitality of the Mexican people is unsurpassed. I, for one, and I'm sure I'm speaking for all that made the trip, fully agreed that it was the trip of a lifetime. Everybody out there — try to make it with us in 1981.

The Coupe Moose

Bill Jacobi

38545 Lemsford

Palmdale, CA 93550

805-947-9714

P.S. None of the ten rolls of film came out. There was a leak in the lens.

AREA NEWS

REGION 4

Dear Skip,

I think your computer Co-Pilot is a good idea. Thank you for sending one to me.

Ercoupe Owners Club members in Region 4 are as follows:

MONTANA — David Bartel, 80 W. Cottonwood Dr., Kalispell 59901; Leonard L. Blixrud, Box 10, Choteau 59422; Paul R. Buzalsky, Sagewood Village, Billings 59102, 406-201-2224; Donald H. Corbett, Box 116, Choteau 59422; Jim Crawford, 317 N. 6th St., Livingston 59847, 406-222-0828; Jim Fitzgerald, 502 Galena, Shelby 59474, 406-434-5456; John L. Hentz, Box 314, Hinsdale 59214, 406-364-2259; Reuben W. Jodsaas, Box 396, Colstrip 59323, 406-748-2217; Ralph Montgomery, Box 1173, Chinook 59523; Joe H. Ramaker, Box 787, Choteau 59422, 406-466-2479; Richard Sherwood, Box 615, Red Lodge 59068; Melvin Siemens, Chinook 59523.

NORTH DAKOTA — Douglas A. Anderson, Rt. 1, Box 69, Larimore 58251; Donald D. Davis, Hazelton 58544; Virgil Gehring, 1106 College St., Fargo 58102; Percy Lykken, Kindred 58051; Ray L. Russell, 617 2nd Ave., Cando 58324; Paul M. Sunnenberg, 1308 S Main St., Minot 58701; Rev. Harold Underdahl, Rutland 58067.

SOUTH DAKOTA — John W. Clark, Box 752, Pierre 57501; David E. Dulitz, Part A, Pierre 57501; Roy Fish, 307 E St. Patrick, Rapid City 57701; Faye Napier, 107 E. Quincy St., Rapid City 57701; Randal Thompson, 1135 N. Broadway, Watertown 57201; Alvin Thurston, Box 251, Elkton 57026; Don Wilson, R. Rte 1, Box 136, Rapid City 57701; Leonard Winter, 25 N. Lovell, Sioux Falls 57103.

WYOMING — Larry Brouillette, 225 X. Park, Casper 82601, 304-234-5823; David E. Peters, 1971 E. Yellowstone, Casper 82601.

Sincerely,
Reuben Jodsaas

AREA 5

Dear Skip,

Enclosed are our membership dues and a small donation to the Fred Weick Scholarship Fund.

Jim and I haven't done much flying as we have been involved in many work related functions. In addition we have just completed building a new garage. The coupe is coming home for the winter so we will be able to put the new garage to good use.

Everyone up here is getting ready for winter, raking leaves and stockpiling wood, etc. We have our first winter snow watch in effect for tonight and tomorrow. I hope they are wrong. So far our weather has been unusually mild for this time of the year.

I am also enclosing a copy of the letter I sent to the National Air and Space Museum on behalf of all the Ercoupes. You may want to print it. I hope it will suffice.

In closing, we want to wish all our fellow coupers a happy holiday season and joyous New Year.

Hope to see you all soon!
Jim and Patty Fohr

July 9, 1980

National Aeronautics and Space
Administration
Huntsville, Alabama

Gentlemen;

On behalf of the nearly 1500 members of the Ercoupe Owners Club, I would request that Ercoupe (Serial No. 1) be put on display at the Air and Space Museum at your earliest convenience.

We have just completed our 6th National Fly-In and judging from the number of inquiries, we feel this letter is necessary. If we can be of any assistance, contact Mr. Norman F. (Skip) Carden, Executive Director, at our National Headquarters located at 3557 Roxboro Rd., P.O. Box 15058, Durham, N.C. Telephone (919) 477-2194.

May we also request a reply to this letter.

Sincerely thanking you for your time

Patricia M. Fohr

Secretary

Ercoupe Owners Club

Home Address:

2124 Waukesha Rd.

Caledonia, Wisc. 53108

REGION 9

Dear Skip,

Just finished reading the December, 1980 "Coupe Capers" for the first time. I usually read each issue again to store in my memory the important items for future re-call. Needless to say, I have always enjoyed reading the "Capers" and anxiously await the next one to see what other outstanding discoveries are made by owners of one of the finest little airplanes ever developed.

Leigh Beedle and myself have been contributing to "Ma Bell's" fund lately in respect to his leaking nose tank and the use of "Sim-kit" to deter the possibility of future leaks and rupture. He tried to contact the company in California without success, so he called to find out if I happened to have any on hand. Fortunately the "Midnight Requisition" came through once again. Now I wonder if any of the West Coast members can give us an update on the Company and its "Sim-kit" product? I hope by this time that Leigh has repaired his tank and is flying once again. Do you know of anyone else who uses his or her Ercoupe on a business level as Leigh does?

I'm looking forward to the annual trip to Lakeland, Florida for the Sun-n-Fun fly-in. This will be my fourth trip down in as many years and I have really and truly enjoyed the fellowship of the Coupers and all the other fly people we see there. Each year I have been fortunate enough to go a little earlier and stay a little longer. This year I hope to be in Florida for at least three weeks. Even though I have an Ercoupe, I find it more convenient to drive down and set up the Camper on the flight line a day or so before the big event and enjoy everything all week. As you may know, one has to be a member in good standing with our Experimental Aircraft Association, "E.A.A." in order to enjoy the privilege of camping within the fenced area. Not only that, but Sport Aviation is probably the best no nonsense timely magazine published for the air-minded public, with the exception of "Coupe Capers." Anyway, I'll be camped in the corner, next to the taxi-way to see all the beautiful planes come and go. If any tired Couper wants to drop by and rest in a lounge chair in the shade and enjoy a cool aid ade, they will be most welcomed. I may as well make my little blue and white outfit the "North Carolina Ercoupe Headquarters" with an appropriate sign.

How about sending me a couple of Co-pilots, check enclosed.

May I say to you in closing, that I hope you and your delightful family have the very merriest Christmas ever and Skip, Thanks, without people like you we would not be functional.

My sincerest regards,
Fred F.

REGION 10

Dear Skip,

Another bit of news. Do you remember me telling you about meeting Henry Rill from Clearwater the other weekend at the Brandon Airport where he bought a Stinson after selling his Coupe? Well, he had a crash with the Stinson on takeoff from the Clearwater Executive Airport last week, and luckily Henry only had a few cuts and bruises and wasn't hurt according to the news. They have been trying to close that Airport for quite a while and Henry's crash added fuel to the drive to close the Airport, but the strange thing about the episode over there was when the news came on TV locally this morning about the Airport argument to close it they showed a private plane taxiing and taking off at the airport, and would you believe, the plane was Henry's Ercoupe he had just sold! That was about the wierdest set of circumstances I've seen in a long time!

Respectfully,
Bill Morrison
Brandon, Fla.



NEW JUDGING SYSTEM

For the last several years it has been obvious that there were many flaws in the Judging System. There were many suggestions and ideas presented, several have been tried and still the system is far from perfect. Several months ago I came up with what I believe is the best solution.

Here is how it will work: when you arrive at the National Fly-In and register, you will be given a ballot which lists the categories to be judged. All registered co-pilots will also receive a ballot. One can mark the ballot as they see fit and turn them in by the specified time. The ballots will be tallied and the results announced at the banquet.

The Judging will be as follows: Best Ercoupe - Alon - Cadet. Best Interior - Best Paint - Most Modified. As you review the aircraft on display you will simply mark the ballot as you see fit and turn it in as specified.

This system will be the fairest possible as it will be a vote of the majority. It will also eliminate the thankless and time consuming job of judging by a committee. This way all aircraft for judging will be viewed by the registered participants and judged accordingly. The club officers will not vote except in case of a tie.

If you have any comments or suggestions on this new system then feel free to write and let us know so that any necessary changes can be made in time to be included in the final draft. I feel that this is absolutely the fairest and best way to judge our fine aircraft. Several who have heard the plan thought it was so good it should be used at all our events where awards will be presented.

Skip

MORE AIRSPACE TAKEOVER POSED

Hales Corners, WI (December 15, 1980) - - The Experimental Aircraft Association has requested 60-day extensions on two dockets now before the FAA, according to Paul H. Poberezny, EAA president. They are dockets No. 20569 and 21022.

"Docket 20569 is a petition for rule making that would prohibit VFR flights at less than 1,000 feet above the surface," said Poberezny.

"Because this petition affects the entire aviation community, it cannot be considered lightly. Moreover, it deserves in-depth study which cannot be completed within the comment period allocated in the docket," Poberezny added.

The EAA president cited similar reasons in his request for a 60-day extension of docket 20122 which outlines new procedures for communicating emergency flight rules through Notices to Airmen (NOTAMS).

"In addition to the extension, we've asked the FAA to consider a withdrawal of the Notice of Proposed Rule Making so that airspace users and the Administration may fully discuss the wider ramification of this subject as well," said Poberezny.

The EAA president further pointed out that the sport aviation association represents 70,000 U.S. members vitally interested in the two dockets under consideration by the FAA.

-EAA-

SS SCREW KITS AVAILABLE

With the help of Ken Heath, Leonard Page and Gene Santi we now have a complete kit of SS screws available for your Coupe. The kit has been designed to supply all the necessary screws & nuts needed to replace those rusted steel ones. The kit sells for \$19.95 (less 25% for Club Members) and is a necessary addition to your Coupe. For more information see the ad in this issue.

OIL ANALYSIS

With the help of Howard Fenton, we have negotiated an arrangement for a special club rate on Engine Oil Analysis. This is a real must for those of us with high time engines. By using the Oil Analysis system, problems can be pinpointed up to 25 hrs. before they become serious. I would recommend this be done every 6 months or at least once a year. For only \$9.00 can you afford not to test your oil?? For more information see ad this issue.

GET WELL SOON

We hear that Dave Willman has been in the hospital. We wish him a speedy recovery and hope to see him back on the job when we get to Florida.

SAFETY

As you read the follow up reports you will see that our safety record is somewhat less than perfect. Safety is built into all airplanes, but only to the extent that the pilot wishes to fly it safely. As you read the follow up reports, and those presented in past issues, many have escaped injury and possible death because of the great safety factor that Mr. Weick designed into the Ercoupe design, but this doesn't help when all safety practices are ignored.

I want to thank David Scott, one of our members, and a regular contributor to EAA's Sport Aviation, who has sent in the following accident reports and is kind enough to keep me posted on the accidents of the Ercoupe population:

ACCIDENT REPORTS

Two Forney Aircoupes FO-1 were involved in a mid-air collision one mile south of Lakeland, Florida, on December 21, 1980 at 1240Z. N6137C piloted by Edward K. Fulton of Lakeland, and a passenger, James Toy were killed when their aircraft overtook another Forney Aircoupe N2106H, piloted by Kenneth Ambrose with Tracy Toy as passenger. Shortly after take off N6137C struck the right wing of N2106H. The latter aircraft landed safely. St. Petersburg GADO is investigating this accident.

A 415C Ercoupe, N99445, owned and piloted by Robert Hicok of Colorado Springs, Colorado, was involved in an accident on December 14, 1980 at 1746Z at the Colorado Springs Municipal Airport. In attempting to park the aircraft the brakes did not hold and the airplane ran off the ramp into a ditch causing minor damage to the airplane but no injuries to the pilot.

A 415C Ercoupe, N99368, owned and piloted by Joseph Janes of Houston, Texas, was involved in an accident on December 11, 1980 at 2245Z at Texas City, Texas. Apparently the pilot was practicing slow speed flight and got involved in a high sink rate. The aircraft was demolished but the extent of injuries to the pilot are not known at this time. FAA's Houston GADO is investigating.

An Ercoupe, Model 415C, N99357, owned and piloted by L.L. Mullis of Porterfield, California, was involved in an accident on December 1, 1980 at 1900Z. On take off from Eckert Field at Strasmore, California, the engine quit and in the forced landing there was substantial damage and minor injuries to the pilot.

David Scott

November 25th, 1980
Landers, CA.

Dear Skip,

Am sending you a page from the Sept. 1961 issue of Flying, entitled Wings and Things.

As you will read, it has a long paragraph about the retractable-gear Aircoupe (Forney, I assume). Maybe you would like to reprint it for the benefit of fellow Coupers who, like me, keep an Aircoupe Scrapbook.

You received some erroneous information third hand about the demise of Ercoupe N2657H.

About 7:50 A.M. on March 25th, my wife and I took off for Joshua Tree to get gas at Hi-Desert Airport. I had about 3 or 4 gallons in the cowl tank, the wing tanks empty except for the 1 gallon not usable.

I leveled off at about 50 feet after a normal run-up and take-off to attain my climbabout speed.

As we crossed the end of the little sandy strip and crossed the road, the engine began to lose RPM's, not much change in sound.

The only thing I remember (because of the concussion when my head hit the panel) was tipping the right wing up to miss a Joshua tree which would have hit me in the middle of the right wing.

A volunteer fireman who witnessed the take-off while filling a tank-truck with water said, "Bob you not only missed that Joshua tree, but you put it (the Ercoupe) right between two of them!"

He then went on to say that my left wing tip touched the ground, the nose wheel dug into the sand, flipping the plane up-side down.

The pictures on the front page of the Hi-Desert Star newspaper the following day showed the plane up-side down, with the instrument panel in plain view right-side up!

The fireman pulled Mary and I out as we hung there up-side down in our lap belts. She had a broken right collar bone, a cut over the right eye, with both eyes blackened. I received a long cut on my left fore-arm, a few cuts on the forehead at the hairline, 4 cracked vertebrae, a black right eye, a large bruise right cheek. Needless to say, we have both thanked the Lord many times for sparing our lives.

In exchanging info afterwards, we discovered that neither of us was aware of hitting the ground, a miracle of God's grace in itself!

This puts me in the market for another Coupe. Fellow Coupers can write and tell me what they have to sell.

God bless you and all our Fellow Coupers.

Sincerely,
Robert Duprey

Beginning with this issue I will put one of the Safety Bulletins in each issue. I feel that these bulletins are very good and should be read very carefully.

THE 98¢ IFR HOOD

Skip

Bleach Bottle Serves Need at Low Cost

I don't know about you, but for me I'd rather spend my money flying than for equipment. However, one piece of equipment every IFR student or pilot needs is a hood. These hoods cost from \$9.75 to \$27.95, are ill-fitting, cumbersome and distracting.

When I was taking instrument instruction, these qualities added to my stress and detracted from my performance and concentration.

Then one day I saw my wife pour bleach out of a jug that seemed to be made of the same material as the hoods. So I decided, "Why not make a hood out of that jug?" It appeared to be light and it was already formed, so maybe it could be made into a cap-like affair.

After some experimentation, the hood evolved and it proved to be an easy do-it-yourself operation.

First, using a pair of scissors (an Exacto knife or razor blade will work, too) cut out the spout-handle structure starting 2 inches below the lip of the spout and cutting around the base of the handle as in Figure 1. Also, cut out the bottom where it curves up to the side.

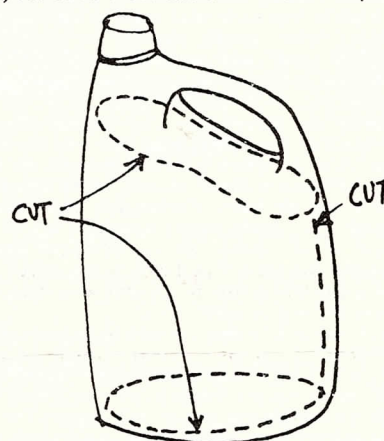


Figure 1

Now, directly opposite the spout, or rather, where the spout was, make a vertical cut from top to bottom.

Now, lay out the plastic and draw the pattern in Figure 2 using a felt tip or ballpoint pen.

Take up your scissors again and cut out the finished form, Figure 5.

Using a stapler, or glue (I liked the stapler as it isn't as messy and you don't have to let the staples dry), attach a 5-inch elastic band as shown in Figure 3. The length may be longer or shorter depending on your head size.

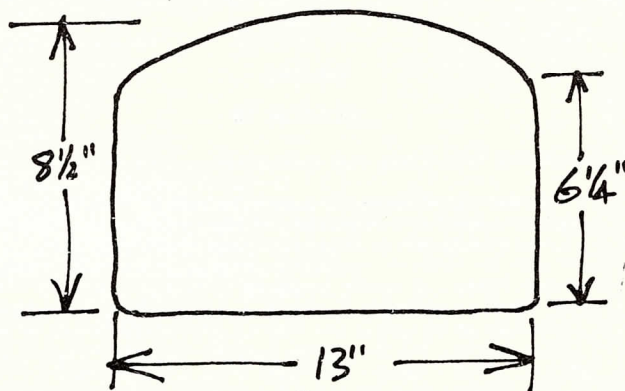


Figure 2

Now, try it on and trim where necessary. Adjust the elastic for comfort and fit.

As you stand in front of the mirror admiring your handiwork, notice how light the hood is — just like a baseball or golf cap. Now all you need is a buddy to ride shotgun and you can test it out and brag a little.

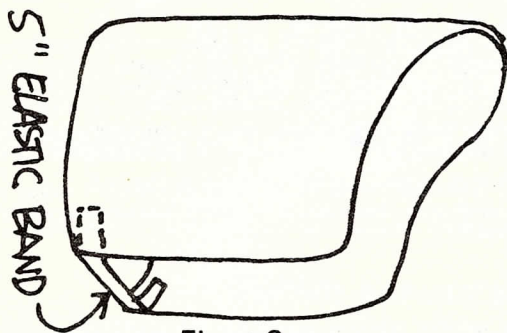


Figure 3

An added feature is, this hood can be rolled into a 2-inch space and be carried in your flight case or hip pocket.
Wear it in safety and comfort!

HINTS 'N' TIPS

Dear Skip,

Well, it's that time again. Enclosed is check for another year's dues.

Sure enjoy reading the Coupe Capers and learn a lot in reading the tips in Hints 'N' Tips about the coupes.

Sorry we missed you at the Sanford fly-in, on Sunday. When we arrived in Sanford Sunday, you had already left for home. I still have the cap you gave me the day before. I wear it every time I fly ole N94600.

Skip, I had something happen to me when I owned N3081H. My wife and I left Tifton, Ga. to head back to Daytona Beach and I checked the coupe with a very careful pre flight and everything looked good, but after being in the air a little over an hour and a half, we were getting close to Palatka, Fla. when the wife wanted to stop off and call my sister.

While she was calling, I checked around the Coupe again when I found gas dripping off the fuel pump and all down in the cowl. The fuel pump diaphragm had busted around the edge and started spewing gas back all over the hot engine which could have caused a fire. I raised the cowl and the engine and fire wall was red with 80 oct. aviation gas all over it.

In order to get on to Daytona Beach I took the two pipes off the fuel pump and taped them up to the engine mount and went on home on the 6 gal. upper tank.

Believe me, I have always watched the fuel pumps on the coupes I fly. I keep an eye on the one on N94600 every time I fly it.

You might want to let our Ercoupe owners in on this, and tell them to keep a sharp lookout, for this could happen to anyone.

I sure wish we could get us up another fly-in down here in the ole Sunshine State. Hope to see you at the Sun 'N Fun fly-in at Lakeland this coming March. I missed you at the last one. I was at the Sun 'N Fun fly-in on Sunday and they said you wouldn't be in till the middle of the week.

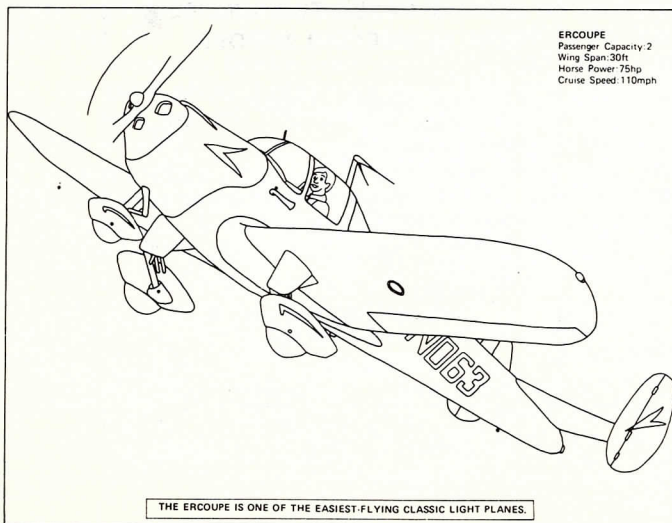
Well, gotta close now. Am looking forward to the next coupe capers.

Best Wishes and a
Very Merry Christmas

Marvin & Claudia Hammock

936 Derbyshire Rd., Daytona Beach, FL. 32017

COLOR ME FLYING



N87063, which has once appeared in Coupe Capers, and once appeared on the cover of E.O.C. membership directory, appears in print again. This time in the *Airplane Coloring Book* by Christine Gansberger. *The Airplane Coloring Book* is \$2.50 (plus postage) and available from Price/Stern/Sloan Publishers, 410 North LaCienega Boulevard, Los Angeles, CA. 90048.

FROM THE MAIL BOX

Well, Christmas is nearly here and for those who have Ercoupes, what more could they wish for, except...

I notice I flew my first coupe July 28 of 1947, NC93962, a rental; then NC2971H, a rental; then NC93413, a rental.

Having battled rudder pedals for some years in different craft the Ercoupe always rested in my mind.

Liz and I bought N93725 in August of 1956 and enjoyed its company until about August of 1958.

Well, we battled rudder pedals a few years - but always resting in my mind was the coupe.

Liz and I just bought 99899 a 1946 Ercoupe, and I'm resting better now.

Have a nice Christmas. Please send Coupe Capers in your spare time.

Liz & Terry Edmisten

986 Bean Rd., Port Angeles, Ws 98362

Dear Skip,

Holidays are here again and time to renew with EOC.

Over the years that we have belonged to EOC, there has been no Ercoupe in our life — just a continual search for a good one, and envy with those members out there putt-putting around in them. I'm happy to report that 1980 was the year we corrected the situation with the purchase of a beautiful (fully restored) little 1947 415CD, N94746, SN4857. Bought it last April, and my son Aaron (10 yrs. old) - copilot and I have been flying and enjoying the dickens out of her ever since.

As a military pilot, I have often longed to get away from the multiengine fixed and rotary wing aircraft in olive-drab, and return to the grass-roots flying in a coupe again. I soloed the coupe as a teenager 25½ years ago, and never lost my love for them. Aaron is hooked on them too!

Best wishes to you and yours for the Holidays, and KCF.

Sincerely,
Frank Stockey
Major, US Army

THE SOLUTION, OR, AT LEAST A COLLOIDAL SUSPENSION TO THE PUBLIC RELATIONS PROBLEM OF THE AVIATION COMMUNITY. A CROTCHSLAMMING DIATRIBE BY BARNEY VINCELETTE.

Last month's issue of "Aviation" magazine mentioned that the flying portion of the public is under criticism by the rest of the public. The usual solution to this is to improve the image of general aviation. I think I have a better solution. Since the vast majority of the public drive automobiles, would it not be more fair and appropriate for the aviation community to retaliate against the automobile driving public by campaigning for \$20,000 fines for potentially lethal traffic violations, banning private cars from roads during fuel "shortages," imposing user taxes on cars, and demanding but a fraction of what the automobile driving public so hypocritically demand of the flying public. Drunk drivers, tailgaters, speeders, maim, disfigure, mutilate and exterminate more innocent people more often by their indolence, criminal negligence, and their willingness to destroy human life just for their slightest selfish personal convenience and caprices and insatiable appetite for instant gratification, then by honest mistake. At least when the Nazi's killed, they were human enough to do so out of passion, but the automobile driving public who have killed more innocent people and more hideously crippled countless others, do so in cold blood. They are willing to assault with their cars merely to save a few seconds of their time. Lately, their representatives have even vowed to go to war if necessary to keep fuel for their automobiles coming from the Near East, lest there should be any diminution in the use of automobiles. How dare so violent a mob do so much as request of the aviation public the honour of so much as requesting permission to defecate in their pants; yet, they have the gall to criticize the safety of the flying public. Since the driving public would never tolerate the safety requirements they demand of the aviation community, we the flying public should be equally unresponsive to them.

ALASKA TRIP

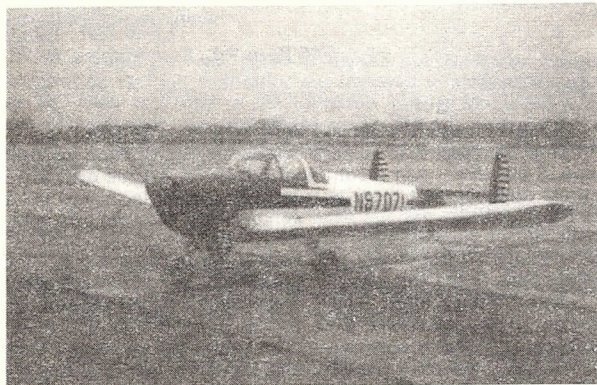
Looking for another or several whom would like to fly Alaska, Seattle, Fairbanks this coming summer, two week min. Hats off to the ANKRUMS, Mrs. Denise and Larry from the home of the Boeing 747 Paine field, Wash. to our Nat. Fly-In.

Carl C. Elliott
P.O. Box 17135
Seattle, WA. 98107
(206) 283-3294

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

Rolls Royce Coupe for Sale. 1946 415C, 2000 TTAf Rolls Royce 0200 275 SMOH, Fresh Annual - Genave 200 headset with boom mike and push to talk switch on yoke. New interior paneling, remote compass, double fork nose gear, strobe, SS Brake Discs. Cruise Prop - 120 MPH Cruise @ 5.5 GPH, rupture proof fuselage tank. Starter needs overhaul otherwise excellent inside and out. Best offer over \$7500.00. 919-929-4277.



1946 415C; 75 hp; midtime, strong compression, all new glass, tinted bubble, tinted large rear, airtex interior, new battery, good rubber. Have a Narco coffee grinder, supposed to be good on both sides. Not installed. \$4000.00. Jerry Sexton, Greenville, S.C., 803-277-7258.

1946 Ercoupe 415D, No. 3098, 2473H. 2,000 TT., 750 T.T. Engine (85 hp) 75 hrs. since top overhaul. 100 Octane valves. Silver imron paint, new interior, voltage regulator, Oleo rubber donuts, window, tires, Fresh Dec. 80 Annual. Everything in this Coupe has been gone through, and kept as close to original as possible. Edo-Aire 360 radio, gyros, King KT-76A Transponder. \$13,000 invested, will sacrifice for \$8,700.00. Joseph Kriz, 12702 Alonzo Cook, Garden Grove, CA. (714) 894-0387 or (213) 596-7302 or 443-1156.

1946 Ercoupe 415C, 75 hp, 700 SMOH, new tires, harness, interior, paint on wings, nosewheel, Narco ELT, and much more. \$5500.00 Firm. Anthony Cervone, 11 Dora St., Providence, RI 02909 (401) 942-2299.

1946 415C Repairable fuselage, \$350., L&R wings Minor damage \$500 pr; 2 landing gear w/wing root \$150 ea. 2 Repairable elevators w/tails \$125 ea. 1 set of Goodyear wheels, brakes & tires \$200. Jack Hart, 303-858-9734, Grand Junction, Co.

1946 Ercoupe 415C, Very good condition. Just annualled. New mags, harness and plugs. New interior also. Front nose gear, shocks, and brakes rebuilt. Wings just finished in Imron. Fuselage natural silver. Average fuel consumption: 4 1/2 Gal. Per Hour. All ADs complied with. Also have 1946 Ercoupe 415C for parts. Fuselage damaged. Good miscellaneous parts and log books. Hangered at Northfield Ohio Airport. 216-467-4673.

Heavy duty wrench sets, seven wrenches in roll up kit. From 1/4" to 1". 4" to 10" long. Model A Mail Truck type. \$11.00 set including postage.

Aerosonic Electric Aircraft Clocks. 1 1/2 volt, 1 year battery operated. Pull set knob to disconnect battery for storage, \$62.50 + shipping charge (\$1.50). Elapse time model \$72.50.

Eyebrow Lights. Flip top, bulbs inside, and post light type. All sizes, all shapes, new and used. \$5 to \$11 depending on size and status. (Average retail about \$18). Send drawing or grimes number.

Chemical Wand Lites. Just bend to activate. Every emergency kit should have one. \$4.00 including postage.

Pep 460 Teflon Engine Treatment Concentrated 7.5 oz. \$8.50 including postage.

Imitation Air Force Sun Glasses \$8.00 including postage. Since you always lose or break them anyway, save yourself some money. Joseph Cael, 20 Stage Road, Newark, DE 19711.

1946 Ercoupe 415C (N2576H), 75 hp continental. Can easily be converted to 85 hp as stainless steel skin over fuselage has already been installed. 1416 hrs. Total Time. 678 hrs. since Major overhaul. Annualled 4-5-80. Very clean. Based in Huntington, Indiana. Have to sell - \$5,800.00. Call Bill at (219) 375-3750 daily and (219) 375-2580 after 5 p.m.

Narco Mark VIII Nav-Comm with operation manual - works perfect \$320.00. Paul E. Irish, 30 Princewood Ave., Staten Island, N.Y. 10309 (212) 984-0447.

WANTED

Glide slope useable working reasonable, Fl, Carl Elliott, P.O. Box 17135, Seattle, WA 98107 (206) 283-3294.

Tail light lens for Alon. Jim Leidel, 3806 Rugby Dr., Toledo, OH 43614.

C (75 or 85) 12-F engine with low hours since major and in good running condition. Merle Leise, Rt. 1, Box 48, Albion, Iowa 50005, 515-496-5281.

McCauley - 1A90CF7148. Note the pitch number. Could be in the range of 40 to 50 so that a prop with 71-40 to 71-50 is acceptable. David Kwinter, 752 Eastwind Drive, North Palm Beach, FL. 33400.

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FLYING SAFETY UPDATE ARTICLE No. 47

GIVE YOUR BRAKES A BREAK

Wheel brakes are an important part of safe aircraft operation; they can spell the difference between a successful flight and a disaster.

Your preflight check should include a thorough inspection of the wheel brakes. Any sign of leaking fluid, worn pads, or loose parts warrant postponement of the flight until a mechanic can investigate the problem. Tires form an integral part of the stopping process, so their condition can't be ignored either. Proper inflation and adequate tread depth are especially important in maximizing braking performance.

Proper operation of the brakes should be confirmed as the aircraft leaves its parking position. Applying and then releasing the brakes will lessen the chance of finding oneself aboard an aircraft rolling down the taxiway with lots of dangerous momentum and no way to stop it. Taxiing should be done with the throttle and steering. The pilot who finds himself using the brakes for other than stopping the airplane is taxiing too fast and needlessly wearing out the brakes. Takeoffs can also provide opportunities for the careless pilot to cause unnecessary brake wear or worse; the pilot should make sure that both feet are off the brakes before the takeoff.

Excessive landing speeds hasten tire wear, and if braking is used to attempt a turnoff at the first taxiway or to avoid the unexpected appearance of an animal, truck, or aircraft on the runway, additional wear on them and the brakes will be the minimum price paid for poor pilot technique. Long stretches of runway may invite sloppy landing procedures created by misapplication of the adage, "There is safety in speed."

That may not be true if a sudden stop must be made or a tire blows out. And those sloppy, long landings may lead to an inability to execute a proper landing to a full, safe stop, when it is needed most—perhaps on a short field or wet runway.

Putting maximum weight on the wheels after touchdown is another factor in obtaining optimum braking performance. During the early part of rollout, some lift may continue to be generated by the wing. Generally, after touchdown in tricycle gear aircraft, the nosewheel should be lowered to the runway to maintain directional control. During deceleration, the nose may be pitched down by braking and weight transferred to the nosewheel from the main wheels. That doesn't aid in braking action, so backpressure should be applied to the controls without lifting the nosewheel off the runway. That procedure will enable the pilot to maintain directional control while keeping weight on the main wheels.

Careful application of the brakes can be initiated after the nosewheel is on the ground and directional control is established. Longer runways will allow light braking, which results in little tire wear; heavier braking action does increase tire wear.

Maximum brake effectiveness is just short of the point where skidding occurs. If the brakes are applied so hard that skidding takes place, braking becomes ineffective. Skidding tires provide no directional control, and a blowout may be the end result. In skidding, rubber begins to scuff, and small pieces are torn away from the tire. These particles act like small rollers under the tire. Heat generated

by friction in the skid melt the rubber, which acts as a lubricant, further reducing brake effectiveness. Once the tires wear through—and it can do so in moments under the stresses induced by skidding—a blowout is likely. And that can only add to the landing dilemma.

Skidding can be stopped by releasing brake pressure. Although large transport category aircraft are usually equipped with anti-skid systems that automatically relieve brake pressure when a skid condition is approached, most general aviation pilots must depend on a sense of feel and experience to determine the optimum braking pressure for given conditions. The sound of squealing tires skidding on the runway is a giveaway that the pilot is exceeding the point of maximum braking effectiveness, and less brake pressure is called for.

Some authorities suggest the quick retraction of the flaps after touchdown. It is one means of reducing lift and applying more weight to the main wheels and enhancing brake action. However, the added effectiveness that procedure provides to light aircraft is not worth the risk of an inadvertent retraction of the landing gear on retractable gear aircraft, so many pilots wait to retract the flaps after clearing the runway.

Braking effectiveness is not enhanced by alternately applying and reapplying brake pressure. No real cooling takes place, and in most situations the landing process provides insufficient time to create a dangerous heat build-up on light aircraft brakes. Apply the brakes firmly and smoothly, as much as necessary without skidding.

Braking action on wet or icy runway surfaces may be nearly non-existent in light aircraft. Hydroplaning can also occur on wet surfaces, especially when the tires are worn. In hydroplaning, a film of water separates the tire from the runway surface and promotes skidding. Any time the depth of standing water on the runway exceeds the tread depth, hydroplaning can be expected. That condition reduces braking effectiveness and calls for minimum safe touchdown speeds and judicious throttle control.

Correct braking technique is responsible for safe, sure stops. Good tires, proper speeds, and optimum brake pressure will help the pilot get the best breaks from his brakes.

THE FAA'S 12-INCH N-NUMBER PROPOSAL prompted a reply in kind from Congress. Rep. Barry M. Goldwater, Jr. (R-Calif.) wrote FAA Administrator Langhorne Bond suggesting that he wear a 12-inch-high name tag whenever he appears before congressional committees so members can more easily identify him. Touche.

YOU MAY HAVE A REFUND COMING from the Federal Communications Commission. If you paid \$8 for a restricted radio telephone operator's permit or \$20 for an aircraft radio station license between Aug. 1, 1970 and Feb. 28, 1975, you are eligible for refunds of \$6.92 and \$15.88, respectively. The refunds are part of Phase II of a court ruling, resulting from a lawsuit in which AOPA participated, that *certain FCC fees are invalid* (Phase I dealt primarily with broadcasters and common carriers). You can get instructions and refund applications from FCC Field Offices, or write FCC, Fee Refund Program - Phase II, Box 19209, Washington, D.C. 20036 (Toll-free phone: 800-424-2901).

IF ATC CONTROLLERS STRIKE early next year, general aviation will not be grounded as earlier rumors had it. At an FAA briefing attended by AOPA, Administrator Langhorne Bond said VFR flying will not be affected. Limitations will be on IFR operations and entry into Terminal Control Areas. General aviation aircraft will be permitted to fly out of a TCA but not allowed to return. Priority will be given to military operations for national defense, medical or emergency flights and long-range flights. Short-range flights will be given lowest priority. FAA expects system to operate at least 15% of capacity and probably more.

FAIL-SAFE SYSTEM? A Midwest FSS has a Farmer's Almanac hanging on a string with a large sign: "To be used in the event of teletype failure."

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Tote Bag - Natural Canvas, 14" x 14" with two handles - \$6.75

Drawstring Bags - Heavy Canvas - \$6.75. Red - Royal Blue - Navy.

Scarfs - 50% Cotton, 50% Polyester - \$4.50. Red - Light Blue - Yellow - Green.

Memo Pads - 100 sheets per pad - \$1.50. Shipping not included on pads.

Club Items

The following Club items are available from Fran Heath, 710 S. Woodbine Drive, Sapulpa, OK. 74066 (918) 224-0644.

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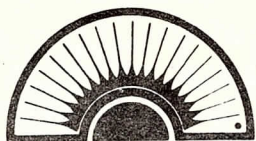
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Here's a fantastic new product "Mag Magic" Mag Wheel Cleaner — an amazing new "spray-on" solution that cleans away the worst oxidation, dirt and road grime from alloy mag wheels. Mag Magic is also effective in eliminating pitting in mag wheels. And best of all you never touch the wheel. Just spray on and rinse off.

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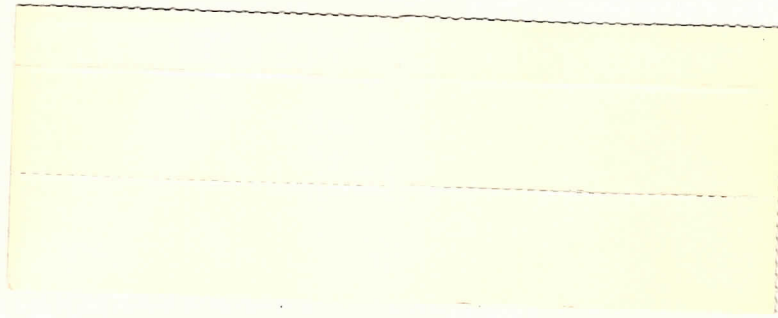
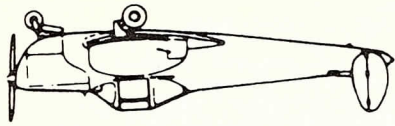
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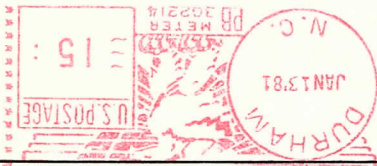
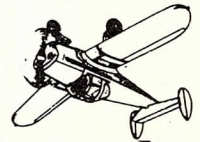


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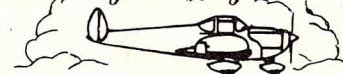
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