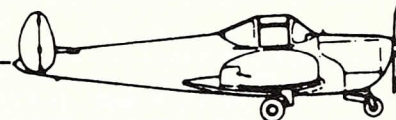


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 9, Number 9, February, 1981

Editor: Skip Carden

COMING EVENTS

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!!

WILD ROSE ANTIQUE CLASSIC

Airdrie, Alta. Canada
June 26, 27 & 28, 1981

For further information contact George B. Pendlebury, 304 Manora Rd. NE, Calgary, Alberta T2A 4R6, phone (403) 272-4383 evenings; or Airdrie Airport at (403) 948-5839.

4TH ANNUAL FLY-IN Arizona Coupe Group Deer Valley Airport April 25th, 1981

Further details in next issue.

The California Group has the following tentative dates: Feb. 1, Rialto, Ca.; March 1, FlaBob, Ca.; April 5, Catalina, Ca.; May 2nd, 3rd, Solvang, Ca., overnight; June 7, Harris Ranch, Ca.; July 5, Oceano, Ca.; Aug. 2, Lake Harasu, Ca.; Sept. 6, Hesperia, Ca., My place, B-B-Q; Oct. 4, Compton, Ca., B-B-Q; Nov. 1, Tehachapi, Ca.; Dec. 5-6, Bullhead City, overnight; Jan. 3, 1982 Apple Valley to set up 1982.

Wayne Olson

AREA NEWS

Dear Northwest Coupers,

Hope you all had a good holiday and are ready for another beautiful year of Ercouping. We enjoyed receiving cards from many of you at Christmas, were delighted to hear from McMackins who have moved to Tulsa, and even had a visit from Jack Harkness of Phoenix fame -- all fringe benefits of the season.

Let me mention a few pieces of business before I forget. We have a letter from Ernest Ford, owner of Popeye's Welding Co., stating that he is available at 714 Hwy 99E, Aurora, Ore. and is certified to perform weld repairs on aircraft components (FAA Repair Sta. No. s03-24) and can be reached by phone at (503) 678-2440. Jolly Dawson has asked us to mention that he is an A&P Mech. available for maintenance and annuals and can be reached at (503) 292-2548; and Jim Prosser, whom we have endorsed in the past year, can be reached at (503) 981-9061. Also, we hear from Earl Staples in Concord, Cal. that he is offering his 1946 415C natural aluminum Coupe for sale for \$4900, and can be reached at (415) 685-5324 eves and weekends.

Just this week Bob Packett, the Wash. Wing Leader, called to suggest a Wash.-Ore. get-together. So far it looks like we'll aim for lunch at Clark Co. Airport (near Vancouver, Wash.) in June.

As usual with a new year we'll change days for our monthly fly-in lunch. The standing arrangement for 1981 will be the 3rd Saturday of

each month, in the Sweptwing Rest., Albany Airport, at 12:00 noon. **HOWEVER!** This month we have been invited by Dick and Mary Roscoe to join them at a beach house in Newport for clam chowder and cornbread lunch. This will be the weekend of Jan. 24-25 (both Sat. and Sun.) from 10 a.m. till 4 p.m. Anyone caring to contribute chips, raw veggies, dips, or soft drinks. You are welcome to bring your sleeping bags and stay over Sat. night if you wish. Land at Newport Airport (they are expecting us) and park in the grass next to the office. There will be directions at the office for walking to the house (@½ mi. I think) or Dick will run shuttle in his car. Anyone wishing to stay the night should bring tie downs and expect a \$2.50 overnight fee. If weather looks marginal you can call Roscoes at (503) 867-3721 or us at (503) 266-9777 to confer. If the coast is IFR Sat. we'll go to Sweptwing at Albany around Noon and try for the coast again on Sun. Dick says they've been seeing whales off shore lately and will try to arrange a performance for us. This should be a fun gathering and a good chance to warm up the little twin tailers.

I'm sending this Jan. Newsletter to our whole file of local Coupe owners and enthusiasts, hoping some of you will be able to join us more often this year. As in the past years, we have no dues but do appreciate contributions to our monthly newsletter mailing expenses. Please take the time to let us know if you no longer own your Coupe or are otherwise not intending to keep in touch with the group. We're always glad to put you back on our active mailing list if you let us know you are interested in being involved.

Can't wait to see you all again!!

Roy Wright

REGION 2

Dear Skip:

Another year just a few days away and can't get over how fast they are flying. Just goes to show that when you fly a lot and make so many of the fly-ins, the months zip by almost too fast. Well, December 20 & 21 were a couple of days of this year I will hardly forget as our group (or should I say a couple of our group) and a bunch of the Arizona groupers met over at Bulkhead City Arizona for a real time of our lives. Yes, was sure sorry that so many of our people missed out on such a wonderful outing. Had some big laughs watching the guys and gals winning and then losing all the big coins they thought they had won. I can't say how enjoyable it was to stay at such a wonderful place as we did and yet so cheap. It only cost me \$70 for the two days and one night, the food was superb as was the service. No complains in any way.

A boat ride across the Colorado River from the airport which was on the other side of the Casino we stayed at was a trip in its own. Sorry that we didn't have more of the Calif. Coupers along. Seems as though you can't get the (so called) home of the Ercoupe Capital people out of the San Fernando Patch 5 mi.

Those whom came were: 6598q, Bob, Jr. & Bob, Sr. Bloomingdale from Redlands; 3577H, Jack & Elva Owens, Jack's sister, from El Monte; Bill & Marie Julian from Murrieta, their (1st) fly-in but the not first drive in, their Coupe 3149H; Wayne Olson as ever in 2081H; Rich Andersen and Elmer Garcia in Mooney 6875N, San Diego.

Those from Arizona were: Kent Foster in his 93405; Fred Allard in 3123H; Robert King in 2700H and Jim Thomas in his Beech 6067N. Also in attendance were a couple of more Arizona fellows: Bob Meek and Alan Gustarson. Hats are off to all the Arizona gang for showing up to a California Group monthly meeting where California guys wouldn't come out. Maybe next time they will all show up for the best time of the year next to the National.

Thanks again to all the Arizona Coupers that made it. Sorry that we didn't get to see Jack Harkness or Red Ward and the other good folks at Phoenix. Maybe next time.

Have met a couple more new folks that I gave a membership card to so we will be having a couple of new members from So. Calif. Also have two new Coupers that moved up here where I live that will be joining soon.

Well enough for now as I am going to install a pair of sig. new boom mike and head sets in the Coupe that I have. Also a new intercom by Flight Tronics, a super set up, and not too expensive. P.S. I dubbed my new coupe (Ma Ma's find) as my wife found it for me.

Have a very happy new year and I wish all the Coupe members a special most flying year officially starting NOW.

KCF

Your Regional Director
Wayne Olson

Skip,

Just a note on the Archives & fund for same. Dan Dreeben of San Antonio, Tx., sent \$25 and I have put in \$25, so we now have \$75 in the fund, but will need more if we want to do a proper job. Please note in the next Capers that all is under way. I have put some info in and we are ready to take more when the members send it to me.

Carl Hall
Design Division
School of Art
Bowling Green State Univ.
Bowling Green, Ohio 43403

MORE ON BAJA TRIP

Skip,

Nothing like flying an airplane with two tails! Five Ercoupes and one Cessna 182 flew to Baja. Thanks to Bill Jacobi and John Riffe, the trip was great. The weather was perfect! And the cost was truly Ercoupe. "Federal" avgas was 4.6 pesos per liter. Exchange rates were from 20 pesos/dollar to 23 per dollar. It's been ages since I've paid \$.77/gallon! Rooms were just as affordable. At LaPaz, \$10/person/night, at Mulege we rented a cottage for less, at Loreto it was \$17.50 per person per night but included all meals! Meals went for \$2.00 up to \$25.00 and like John Arbuckle said — you get what you pay for (or don't)! Although Bill Jacobi and Rich Anderson both claimed to have the Aztec two step, neither had to land and head for the bushes. The Mexican FAA insists on daytime VFR flight plans and that was the only boring thing of the trip. I filed more flight plans in one week than I've planned in 7 years of flying!

Trying to describe the beauty of the Bahia would take a book. Flying at 6-8,000 feet gave fantastic coverage often all the way to the Pacific ocean from the Gulf of California and also Mexico's mainland to the east. Islands, bays, coves, beaches, cliffs, villages, resorts, plateaus, mountains, "Baby Grand Canyons," and airports keep the mind in "Dreamland." After flying high for several hours, 'on the Deck' was the order of the day. The Fishermen and beach goers all wave with a welcome smile. For Bill Jacobi, Rich Anderson, Gary Dalluge, Jim Robertson, Joe Brooks (the five Coupe drivers) and Lee Spencer (the 182 driver) "We came, We Saw, We Conquered" the Bahia. Next year I'm taking 2 weeks, a fishing pole, mask & fins, sleeping bag & tent!

KCF
Joe Brooks

THE SAGA OF TWEETY BIRD M

After saving and dreaming and obtaining a student's license, that fateful day finally came! We found (we thought) the aircraft of our dreams. A "classic" 1946 Ercoupe 415-C. We decided to call it Tweety Bird on the spot, but added the "M" for Michigan after finding out that there is another "Tweety." April 2, 1980 was supposed to be a very happy day, but it was the beginning of seven months of heartbreak and frustration!

The fellow that sold us the plane did seem in a bit of a hurry to sell it, but that was supposedly because he didn't have time to fly it anymore. It only had nine hours on the logs in two years. It was basically in good shape as far as it went cosmetically, but needed painting and cleaning. The radio didn't work too well but the omni worked and we knew we wanted to install a new one anyway.

We ran up the engine and it just purred. Started immediately and seemed anxious to respond. As it turned out we weren't able to fly it because of bad weather. We then went with the owner to see the AI mechanic that had taken care of the Bird since 1972. He assured us that a carburetor problem had been N11700's only problem and that it has been eliminated. *He had just finished the 1980 annual March 19th!* We paid for the annual and subtracted that cost from the price of the plane. We arranged to fly our new purchase to Maple Grove with the help of Carl's flight instructor a couple of days later, April 4th. We went over the logs with the mechanic and made sure they and all the A.D.'s were up to date. We did think it odd that the owner insisted on cash and would not accept a certified cashier's check, but we complied in a state of pure exuberance.

Carl, the flight instructor, our daughter, and I drove to the field to bring Tweety home. My daughter and I watched as Carl and the flight instructor did the preflight check, runup, and taxied down the runway. My heart pounded with the excitement I knew Carl must be feeling. They came down the runway, lifted off, and leveled off to gain airspeed. My daughter and I ran for the car to head for the home FBO to meet them there. What was a half-hour drive for us was only about a 10-15 minute flight for them. When we got to the home field we saw N11700 tied down and parked the car with pride only a new owner can feel. It was shortlived! When we entered the office, Carl and Earl had long faces and informed us that they just barely made it to the field! They were losing RPM's all the way. They had to take the first runway and had to land with a strong cross wind and tail wind and slid to a stop full of mud! Of course they called the mechanic immediately who said that he would get over as soon as he could to check it out. He came over and said it needed a new primer, so got one, installed it and tried it

again. It didn't help a bit! The plane would run for 15-20 seconds, then if the throttle was held, there it would drop anywhere from 1500 to 1800 RPM's. Called back the AI. He said it must be the carburetor, so replaced it with one (borrowed) off another Coupe. Still no difference, so he said we'd need to clean the tanks which we did with his help. This made no difference even though we did find a medium amount of water in the gas we'd drained. Having no way to get the Bird back to the mechanic's field, we had to do a lot of waiting for him to find the time to get over to the field where we were keeping the plane. By now it's May and Carl's dying to get it into the air. The mechanic cleaned the carburetor (again) and put it back on the plane. Still wouldn't run up and hold RPM's. Then the mechanic said he'd have to check the timing and the "E" gap. They checked out O.K. So...the mechanic said he'd replace the fuel line to the carburetor; and he would call us. Now it's June and Carl's getting hyper and we're kicking ourselves for being dumb enough to buy this plane without flying it and on this man's recommendation! The end of June he again removed the carburetor to clean it and reset the float! (This had also been done as part of the fresh annual). Needless to say this didn't make a bit of difference. We were right back where we started from. We went to *Skyport and got a new fuel pump and fuel lines and installed them. No difference. By now it was the weekend of the Bowling Green Fly-In (July 4) so Carl decided to go by car. Even with the bad weather it was great fun and Carl was, of course, green with envy at all the nice Coupes there. By this time we're in love with our Tweety and a stubborn determination sets in not to give up that some day it will fly. The mechanic removed the right magneto and installed a new cap...Carl ran up the engine and it held RPM's for thirty seconds. Elated, he came home announcing that it was fixed for sure and that he and Earl would fly it tomorrow. I'd been there at the airport for a couple of tries that had resulted in aborted takeoffs; so I decided not to go this time not wanting to jinx the try. Carl's brother went instead. N11700 warmed up, taxied out, lifted off and yes quit! I was ready to strangle the mechanic! Carl and Earl nursed it around the pattern and got it down after getting it started again. That makes two forced landings in two tries. The mechanic took off the carburetor and sent it to a shop to have it overhauled. Another \$147.00 and another three weeks to wait. Re-installed the carb and the engine wouldn't run at all! Off comes the carburetor and the AI took it apart while talking on the phone to the company that overhauled it. Seemed there was a piece of safety wire left turned down and would not let the float drop. The AI fixed it and we put it back on the plane, no difference! At this time the AI removed the mags and overhauled them. People starting calling "Tweety" the "Land Lover" and sympathetic friends are just trying to boost Carl's morale in light of an AI that was obviously baffled! While mags were off Carl decided to do some modifications and his brother, Chuck, helped him. They installed a large baggage compartment, large tinted rear windows, tinted windshield. Tinted sunshield, large spinner, new nosewheel tire, and new nose bowl. Also added an artificial horizon and a cylinder head temperature gauge. Carl reworked the clock, extended the exhaust, took off the loose muffler and welded it, added an insulation kit for the cabin and he and Chuck stripped all the paint.

By now it's the end of September and the mechanic puts the overhauled mags back on the engine. It seemed to make no difference at all! At this time I took a pinchhitters course at Capital City Airport given by Lansing Community College and held at General Aviation. While there I talked to the course instructor at length (an ex-Air Force Col. who flew B-17's and now flies an Amphibian). He sent me to a mechanic that he thought would be interested in the plane and might have time to look at it. He said he'd try to help and asked us to bring up the carburetor which we did. He said it was a real mess inside. The float level was set but something about the drop level was all wrong. Two days later we put it back on the plane. No difference! The new mechanic drove out to Fowlerville and took a look at Tweety. He seemed quite impressed except for the fact that the plane wouldn't fly. He took off the mags and said he'd put them on a bench tester. Next day he called to say that he had to go up North to a funeral so there would be a slight delay. Tues. Nov. 4th, we called him and he informed us that the mags were good and hot but that both of them had impulse springs broken so he'd replace them.

I'd like to add here our sincere thanks to Carl's flight instructor, Mr. Earl Peckins. He's a very good instructor, true, but he also goes out of his way to help his students in any way and helped Carl test our plane under some very adverse conditions. We really appreciate his assistance. Also a big thank you to the other Ercoupe owners at Maple Grove. They certainly are a testament to the Esprit' D Corps of Ercoupe owners.

Why haven't we gone back and raised the devil with the previous owner? Simply because it wouldn't do any good. He didn't do the mechanical work on the plane and in no way guaranteed the plane. In fact, it was he who insisted that we talk to the mechanic. The plane only had 1182 hours TT on it and (601) since Major and only 25 since it was Topped!

Sunday, November 9 Carl decided to try putting a vacuum gauge on the engine to see if the valves were sticking when the engine warmed up at high RPM's. When he pulled a bottom plug he could see that it was lead fouled really bad! Carl had some extra plugs he'd cleaned, and replaced all the bottom plugs. What do you know, it ran up to 2100 RPM's and held for over a minute, when Carl shut it down so as not to get it too hot. November 11 we went to the airport and Earl taxied it out to try it. Carl was too nervous to go so Earl said to hop out and

he'd take it around, if it flies! He sat at the end of the runway for what seemed like an eternity and off he went. Just passed the intersection of the 3000 foot runway, he decided it would fly and lifted off. Five second, ten, it was still running good and in the cool November air it climbed like the proverbial homesick Angel. Carl was grinning from ear to ear and his eyes were moist. We watched as Earl banked into the pattern and took it around three times and landed. Next day Carl and Earl flew dual, and after one hour and fifteen minutes dual, Carl soloed in his beloved Ercoupe! He likes it more each day and it's running better each day. It's the consensus of opinion that someone somewhere had put 100 oct. gasoline in our Tweety and that started all the troubles.

Look for us and N11700 next year at Bowling Green. There won't be anyone happier to be there.

*Skyport Ercoupe Division of Fox Engineering in Jackson, Mi.

Maxine Teachout
EOC Region 8

HINTS 'N' TIPS

While flying from Seattle to the National Fly-in at Bowling Green last year, my wife and I experienced a problem that may be of interest to other Ercoupe owners.

As those of you who made the trip will remember, the country was in the grip of a prolonged heat wave. Because of this hot weather we thought little of perspiring profusely under our David Clark Co. headsets. That is until we realized that one of the liquid filled ear pads had gone flat and what we had thought was only perspiration turned out to be oil from within the pad. It seemed almost as much as I change in my C-90 every 25 hours.

Thanks to Bowling Green airport manager Hoot Gibson and a sympathetic local aviator, we were able to purchase a set of foam filled ear pads for the trip home. During this return flight one side of the headset went silent.

A check with our local radio shop revealed the probable cause was oil (presumably from the ruptured ear pad) on the speaker in the ear piece. I wrote to David Clark Co. to exercise the one year warrantee on defects and learned that because of many similar problems with their liquid filled ear pads, they no longer offer them for sale.

To David Clark Company's credit they made immediate arrangements for repair of the headset at their factory and are forwarding a "new" style foam filled set of ear pads. I strongly suggest that other Ercoupers who are using the liquid filled ear pads discontinue their use to forestall the four week down time I experienced with my headset.

Larry Ankrum

Dear Skip,

I had a potentially dangerous experience the other day that might be worth passing along to everyone else before it does any damage. It stopped me on the ground, so it didn't do any harm.

The gas comes down from the main tank thru the shut-off valve, then thru the "tee" to the primer, then into the main gas line, which has a belly in it, then up to the connection on the firewall.

The belly in the gas line is the trouble, as it works like a sink trap that was full of water that had froze solid, thereby stopping the flow of gas to the engine. The line should be re-bent so that it goes downhill steadily from the "tee" to the firewall and on down to the gascolator.

Probably most people don't go flying at ten below, but it only takes once.

Sincerely,
Keith Whiting
Haines, Ak. 99827

HELP WANTED

Dear Skip:

Renewal time comes around once again and my check is enclosed for my membership.

The wife and I took 225D round-trip from Colorado to Florida last May and after some nickel and dime type problems with the ship, the decision was made to rework the craft from the ground up. The coupe is now completely disassembled and I'm starting to put it back together, hoping for completion next summer.

A couple of problems have been found during the inspection which I would like to pass on to the E.O.C.

I have heard through the grapevine that Univair is preparing a Service Bulletin on internal rusting of various pushrods in the control system. I am not sure whether it has been published yet or not, but would appreciate any of the members with further information to pass it on to the Coupe Capers. I did inspect all of the control rods with an ice pick and did find one of the short outside aileron rods easily punctured by the pick. It appears that a problem does exist and hopefully more information is forthcoming.

I also found the two rivets had ripped through the belly skin on the forward end of the inner angle stiffeners in the center section. An earlier AD, described a similar problem with the aft end of the outer

stiffeners. As both inner stiffeners were found loose, it would seem that this might be a common problem. If any of the members has a fix for this problem, I wish to hear from them.

Jack Heiss
2 Chism Trail, Pueblo, Co. 81008

ARE YOU PLAYING THE GUESSING GAME OF AM I GETTING CARBURETOR ICE?

The guessing game starts the minute you decide to fly. Will the weather cause carburetor trouble? All you can do is wait and see and then check the temperature and humidity.

The temp is 60 degrees and the humidity is 55 percent. You're not sure if these figures will give carburetor ice but you decide to go anyway.

Firing up the engine, you warm up with carburetor heat on only because you are not sure if you will get ice during warmup. If you decide not to use carb heat on the ground there will be a doubt in your mind. Will the engine quit on takeoff because of ice or will ice form rapidly during climbout?

The takeoff seems normal, but you detect a slight loss of power--or is it just your imagination?

You are IFR now and there are a few clouds ahead. Should you ask for a vector to avoid moisture and possible carburetor ice, or fly thru them? You apply some carburetor heat just to be sure. But how much heat? Are you using carburetor heat when it is not necessary? Are you running your engine hotter than necessary with the heat on? You know that with the heat on, the air and fuel mixture in the cylinders is hotter than need be and the mixture is less dense, consequently there is less power. The volumetric efficiency of the engine becomes lower because of the hotter fuel/air charge and therefore, the fuel range is less. The cylinder heads run hotter than necessary, oil consumption may go up and engine life go down.

When making an approach to final you dread the thought that some day you'll forget to pull carburetor heat.

Well, if you have a carburetor ice detector *none* of these doubts would plague you. The guessing game is over because a carburetor ice detector made by A.R.P. Industries, Inc., warns immediately, consistently and reliably, by red light or both red light and horn when frost first begins to form in the carburetor, long before enough ice has a chance to build up and choke off the carburetor venturi.

The instant the red light comes on there is no doubt that carburetor ice is beginning to form. You will have approximately five minutes to apply heat before the RPM drops off. When you apply just enough heat to cause the red light to go out, the frost (or ice) has been melted off the probe, which incidentally is in the coldest part of the venturi of the carburetor, and there is no doubt you have cleared the carburetor of ice. With the light off you then can return the carburetor heat to off.

If ice continues and light comes on again, apply just enough heat to keep the light out, the carburetor frost free, and the engine running economically and safely under the existing icing conditions.

Owners of aircraft equipped with the A.R.P. carburetor ice detector are surprised how often the warning light comes where carburetor ice is not expected. The detector is so sensitive that it may come on while flying thru the tip of a cloud if the temperature is just right.

The detector incorporates a sensitivity control which can be adjusted in flight. You can allow some frost to build up but want to know when a layer of ice is forming. To do this you turn up the sensitivity control one or two divisions. You need have no fear that you have turned it up too high since the instrument is designed to detect ice with the sensitivity full up to division ten on the dial.

While cruising, you can readjust for extreme sensitivity to frost simply by turning the control down until the red light comes on and then turn it up slowly until the red light goes out.

Or you can adjust the detector just once per the instructions on the instrument and never adjust it again for days or weeks. The detector switch may be left in the "on" position at all times and it will go into operation automatically when the master switch is turned on.

The detector may be tested in flight with the push-to-test button on the model 105 AP. The button cuts off the current in the probe light source (lamp) which gives the same effect as cutting down the light to the light sensitive switch--a condition normally accomplished by frost or ice on the light sensitive switch. The red light will come on signifying all components are operating satisfactorily.

On the model 107 AP this test is accomplished by turning the detector power switch off then on. The red light will flash on then off indicating all is OK.

The detector removes all doubts about carburetor ice. This is useful in flying safely and more economically and also helps to win races. A recent Angel Derby race winner said she won because in some very bad weather her ice detector light did *not* come on and she did not use carburetor heat, enabling her to maintain a higher speed than her competitors.

The detector can also remove doubts about collecting ice in the air induction system of a fuel-injected engine or on airscoops or screens of turbine engines.

Owners who have installed the detector report that they rely com-

pletely on the instrument and will not fly without it.

ARP's most popular ice detector is the Model 107 AP, a light aircraft frost and ice detector, with a red light and/or a horn warning. The unit performs automatically giving up to a five minute warning before there is power loss. The sensitivity is adjustable by the pilot in flight. The circuitry is designed for a 50,000 hour life. The price is \$179.50 Model 107 AP has the same price but is designed to be mounted in a three and one-half inch opening in the instrument panel. The units are guaranteed for one year. If a buyer is not satisfied after 30 days he can return the unit and get his money back...an unusual offer for aviation.

ARP also offers an external surface probe ideal for helicopter blades or wing ice. Its price is \$70.

The probe itself is an interesting affair wherein it does not indicate conditions by temperature but optically by any blockage of radiated energy. A carburetor probe is simply installed by drilling and tapping a quarter inch by 28 hole a quarter of an inch deep and then threading in the probe just ahead of the throttle valve.

The FAA has approved it by STC for all light aircraft but have not as yet decided to make it a required item even though the record books are full of carb ice accidents. Carburetor, engine and aircraft manufacturers also have not promoted the detectors, but it is only a question of time when aircraft owners will be asking for detectors on new carburetor-equipped aircraft.

ARP Industries, Inc.
36 Bay Drive E.
Huntington, N.Y. 11743

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

0200 Cont. 0 time, chrome STD with mag harness, alt. & key starter. \$4250.00. 1947 Cessna 140. Engine down for major. All parts to assemble. New paint and interior \$4700.00. 1946 Ercoupe 415E C85-12F. March 12 360 split elevator electric fuel system (no head tank). Very clean and good condition. Approx. 1400 TT Airframe & engine. 700 since major 285 on 100 oct. \$5800.00. Phone 309-838-6784 after 6:00 p.m. Jim Folks.

Model A2A, Built in 1962 by Forney as F1A, used by Air Products for Research and Development and Converted to A2A. N3061G, Serial No. 5764 is believed to be one of the last Forney's built and the first Alon A2A built. This twin-tailed Mooney has the Aircoupe type main gear adjustable bucket seats, rear seat, full gyro panel, cht, beacon, Narco Mark 12-360, Narco 10-ELT, Dual landing lights. Interior in excellent condition, Fresh paint 1980 Cessna 152 design. Engine and airframe 1500 + TT. 800 since Major and only 31 hours since Top-overhaul. \$3000 Top included new piston, 2 new cylinders, the other 2 bored out and chromed back to standard, new plugs, new valves, etc. This Coupe must be a one of a kind for the COLLECTOR, selling because of recent purchase of 172-aircoupe. Best Offer over \$9500.00. Contact Tom Luberda, 1457 Wentworth Ave., Calumet City, Ill. 60409. Phone 312-891-3321 a.m. till noon or all day Thurs.-Fri.

Damaged 1946 415-C Ercoupe, N2306H, less than 2000 hrs. TT, no engine, ceconite wings, left wing minor damage at root. Nose and left main gear bent asunder. Ran into log and ditch while landing. Instruments removed but available. Airtex seats. Wonderful machine until damage. Rebuildable. Would prefer to sell whole, but would consider parting out. Resting at Newport Oregon Airport. Steven Worden, S.R.N. 680, Yachats, Or. 97498. 503-547-3671.

1946 415-C; C-75 with electrics; Polyurethane paint with new interior; fabric wings; 1900 TTA; 450 STO; Alpha 200 nav-com; annual April; (412) 758-4035. A steal at \$5200.00!

Mooney M10 "Cadet," N9543V, Cont. C90-16F TTA&E 917.18, 86.46 hrs. STO w/all new cyls, valves, pistons and parts to accommodate 100 Oct. fuel, except rocker arms, push rod housings and valve covers, which are original equipment. New spark plug leads w/Champion REM38P spark plugs, Alcor engine analyzer w/4 cyl probes and piggy-back selector switch, CHT gauge (one Cyl), CAT gauge, A.R.P. carburetor ice detector, Vernier throttle & Mixture controls, Davtron 301C digital OAT, Davtron 24 Hr 811B digital clock w/10 yr battery recharges during engine operation, Wheland wingtip strobes, Running light, Rotating red light, King KX170 w/OBS K1201B, Narco AT50 certified transponder w/Narco AR500 blind encoder, Genave Delta 303 Marker beacon receiver, Dorne Margolin ELT (DM-ELT 5-2) w/remote panel switch, Enclosed fuselage tank fuel gauge, Canopy and engine

nacelle covers, Custom fitted interior sun/heat shields (ground use only). \$10,200. James I. Cornett, Star Route, Georgetown, CA 95634. (916) 333-4740.

Cont. 85-12 engine, 195 SMOH. Clean, strong engine. \$2400 with accessories (or nearest offer). Upgrading to 0-200. Wayne Lawler, 2900 Tumbleweed Lane, Fort Collins, CO 80526 (303) 223-3238.

One complete right wing with aileron. Recently covered, good condition \$200.00. Ken McKinley, 606 Evelyn Drive, Longview, TX 75602 214-753-6159. No collect calls please.

Cont. C-85-12 288 hrs. SMOH 1222 hrs. TT all accessories, with McCauley Prop 71-48, I installed 0200 in my Ercoupe. Crated \$2450.00 Firm. Gary D. Whitlow, 6425 Franciscan N.E., Albuquerque, N.M. 87107. Phone 1-505-344-9460.

Parts for 415-C - ALL NEW FROM SUPPLIER: Muffler, muffler wrap, cabin heat wrapper, 2 flex tubes for cabin heat, 2 muffler exhaust clamps, 4 Blo-proof gaskets, 8 brass exh. nuts, 2 original type control wheels, 2 chrome control shafts, 4 taper shaft pins, 2 control shaft u-joints, carb. air filter, 8 C-26 spark plugs, 2 Eiseman mag. cap plates (AM4) H24-923) 2 sets plat. pts. H27-149, 1 condensers H24-924 and 3 cap gaskets. 8 MLG shock absorbers (Donuts) 2 MLG "O" rings, 1 C2300 compass, 4 (13889) main wheel bearings, 5 13830 MLG races, for double fork nose wheel, 2 (08125) bearings and 2 (08231) cups. MAKE OFFER. Call 318-364-0084 after 6 p.m. C.D.T. L.C. Guilbeau.

Ercoupe N87346, 415C converted to 415E: Double nose fork, Forney nose wheel steering kit, split elevator, transport throttle and elevator trim on panel, new battery, new glass and welts all windows, new Cleveland wheels and brakes, ELT, Narco Mark V, Dir. gyro, cabin fresh air, AF 1735, engine TT 1730, 735 SMOH, being annualled now. \$5,000. No collect calls. Louis M. Davis, 314 Ada Wilson Avenue, Warrington, Fl. 32507, (904) 456-3215.

Ercoupe used parts: 1 pr Hayes 4x8.00 wheels w/bearings (fit early Ercoupe nos. 1-812-\$30.; Tail cone w/light (early 1946 Ercoupe) \$20; Muffler - \$75; Rt. exhaust stack \$40; left stack \$55; or exhaust units complete in excellent condition \$150; control mast assembly \$15; control column and shaft \$15; Trim crank unit and cable \$10; New units never installed - Cessna electric 2 min B&T \$60; Hobbs hour meters direct reading \$20 ea; LM Davis, 314 Ada Wilson Avenue, Warrington, Fl. 32507 (904) 456-3215.

1946 415-C, N2083H, S/N 2706, New factory reman engine has 80 hrs. and 100 Oct. valves. Airframe 1365 hrs., Escort 110. Strobes and running lights. Polished metal finish. Annualled until May '81. Engine, airframe and all components recent, new or in perfect condition. Hanger-ed. No expense spared to maintain perfectly. Asking \$8,000. Call Gary Dunn, 815-455-5395 evenings.

1947 Ercoupe 415D - 85 HP. TTAE 1770 hrs. and SMOH 593 hrs. at July 1980 annual. DG, AH, Navcom, Strobe, New tires, Bubble windshield, Double fork nose gear, and Ceconite on the wings. Excellent condition. Asking \$5950. Call 414-338-2763 evenings.

Alon A2A, 1500 hrs. TT, 800 hrs since Major, 20 hrs since Chrome Top, New paint 1980 Cessna design, Interior in top shape, full gyro panel, Narco Mark 12-360, Narco ELT-10, REAR SEAT, Paid \$8500.00 in 1979 have invested \$4,000 in engine work and paint. Must sell any reasonable offer will be considered. Tom Luberda, 1457 Wentworth Ave., Calumet City, Ill. 60409 Phone 312-891-3321 a.m.



Dismantling 1950 Ercoupe Model 415-G. Engine Cont. C-85-12, 1353.28 hrs., re-conditioned Prop, Engine Mount, Nose Wheel strut, and Tire Rim (\$900); Wings with Ailerons (Cond. of fabric unknown), both (\$700); Rt. & Lt. Vertical stab with rudders (Good Condition) (\$100); Split Elevator (\$150); Rt. & Lt. Wing Tanks (\$80) Need Re-sealed; Fuse Fuel Tank (\$60) Excellent Condition; Landing Lights with MLF Wheel Fairings 100-W-Bulbs (\$50); Strobe Anti-Collision Light Lower Fuse Mounted. Hoskins 14VDC P/N 70116 (\$50); Rt. & Lt. Main Landing Gear Struts, Cleveland 600-6 Wheels & Brakes with New Tires (\$100 ea). Also many other parts available. Call Tim E. Ward, after 5 P.M. 513-323-9821.

WANTED

Pair Wings wanted, fabric or metal. Also pair Kinney Wheel Fairing any condition. 512-658-3391.

Need double fork. Have many cont. 75 hp parts to trade. J.L. Hill, 707 Chickasaw, Murfreesboro, Tn. 615-896-5594.

Left Wing Tank, aluminum for 415C, preferably with internal gauge. Jack Heiss, 303-544-1058, 2 Chism Trail, Pueblo, CO 81008.

Ercoupe preferably 85 hp in good condition, reasonably priced. Rev. Hugo Slaig, Rt. 1, Kamp Kaleo, Burwell, Neb. 68823, Phone 308-346-5083.

Coupe Wanted: Run out o.k. Re-builder preferred. Have time but not much money. Alan Fullerton, No. 5 Star Rt., Montville, Ct. 06353, 203-848-9165.

Dear Skip:

Enclosed is the story on the only Erco in New Zealand. During my June-July ministry in Australia and New Zealand, I decided to track down this Erco and discovered it in the garage of Peter Beck, 97 Point View Drive, Papatoetoe R.D., Auckland, New Zealand, where it is being completely rebuilt.

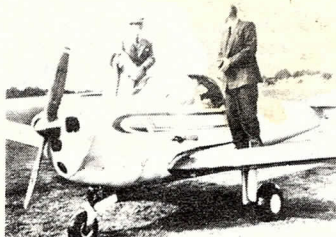
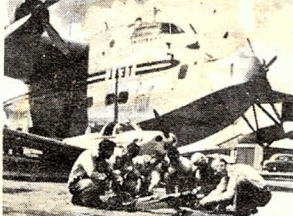
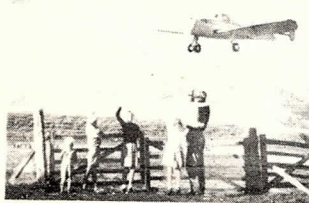
My flash pictures with Peter standing by the chromated fuselage did not turn out to my sad dismay.

After you read the story of this noble little Erco, I am sure you will want to share it with the club members. I am sure you will not violate the copyright if you print the story verbatim from the except of G. N. Wells' biography, *"Head In The Clouds."*

Enclosed are slides of the Erco. You should be able to get prints made that will reproduce well in black and white. If I can help you further, drop me a line.

I am enclosing club membership for Peter Beck.

Yours for an exciting story,
Ken McKinley, No. 164



HEAD IN THE CLOUDS

Perhaps my biggest thrill, however, was the realisation of a boyhood dream to fly my own aircraft. This was made possible when an opportunity arose to acquire an old Erco.

With the release of thousands of pilots after World War II, the light-aircraft industry naturally forecasted a terrific boom for "puddle jumpers" as young men with experience were expected to clamber back into the air. In general this did not materialise. But there were a few such as Harry Newton, who before the war had been a farmer in New Zealand. He joined the Royal New Zealand Air Force in the early days of hostilities and remained active until Christmas 1945, winning the Distinguished Flying Cross and attaining the rank of flight lieutenant before returning to his homeland. After obtaining his discharge he sailed to Europe again where work claimed his attention. Within a year the urge persisted to return to New Zealand but obtaining a passage on a ship presented a problem.

At the adventurous age of 30 he decided to buy an almost new side-by-side two-seater Erco light aircraft for \$2,400, from the Belgian agents and fly it home to New Zealand. This ahead-of-its-time machine was designed by Fred. E. Weick and built in large numbers by

the Engineering and Research Corporation (from which the name Erco was derived) in America.

With the addition of two extra fuel tanks, one on the cockpit floor and one occupying the seat alongside him, he had a total of 70 gallons giving an endurance of 14 hours at five gallons an hour or 1500 miles. Blind flying instruments, radio and an aeromatic variable-pitch propeller completed his equipment. With the easy nonchalance of a pilot setting off on a humdrum crosscountry flight, he left Belgium. His steady progress brought him to Brisbane in 16 days, unnoticed and without incident.

At first the Australian Civil Aviation Authorities would not allow him to make a direct flight across the Tasman sea. They finally relented provided he left the Australian coast at Coffs Harbour, south of Brisbane and did the crossing in two hops, via Norfolk Island. However the weather report was not good for this course and he decided to head for Lord Howe Island 400 miles away. Noticing that a cowl fastener was undone and fearing others might do the same he landed on the lagoon beach, the first ever to do so. After fixing it he took off within 18 minutes for the 850-mile flight to Whenuapai aerodrome, Auckland, where he landed after dark at 8.27 p.m. on 9 October 1947 to be met by his father and a few friends. He crossed the Tasman in 10 hours 34 minutes, completing the journey from Belgium in 22 days, thus making history by flying the smallest and lowest powered (75 hp) aeroplane between Australia and New Zealand.

The next time I saw this attractive metal aircraft with fabric covered wings, tricycle landing gear and interconnected controls that eliminated rudder-pedals, was at Bell Block aerodrome, New Plymouth. It was for sale, soon to become the property of the Auckland Aero Club at Mangere. Misfortune befell its unique Aeromatic propeller which was replaced by a fixed-pitch metal one.

Ian Bremner, an aero club member and one of TEAL's apprentices, had been approved to fly it. It was with him that I had my first experience of this easy-to-fly historic and unusual aeroplane with its neat dual-control wheels and small central throttle and trimming airline type of quadrant. Sliding perspex panels completely enclosed the cockpit making conversation comfortable. Even with the sides down it was pleasant, often being referred to as a flying convertible.

The sad day came when somebody made a landing approach too slowly, stalled and bashed it down, turning it over and bending just about everything, with the result that it lay at the back of a hangar for the birds to nest in and dust and corrosion to take its toll.

After a long time the aero club called TEAL in to quote on repairing it, but the price was considered uneconomical and so it remained neglected in its corner. How to save it from being chopped up continually occupied my mind. It would be a challenge if, as a hobby, I could rebuild it in my workshop. Fortunately my ground engineer's licenses covered me to do all the work. Making an acceptable offer I found myself owning an aeroplane of sorts that I towed home and parked in the garage under the house.

Local children saw it arrive and flocked round like wasps on a honey pot with their eager offers of unskilled labour when I told them I was going to dismantle it. One said with excitement, "Give me a spanner, I'll take the rivets out," while others squabbled over crawling down the fuselage to remove the birds' nests, cleaning it out being part of the deal.

As time went on I was to learn that there are parents who still regard aeroplanes as dangerous and steer a child's natural enthusiasm away from them.

With twisted bits and pieces strewn all over the large basement floor I was soon able to assess the serviceable parts and those within my capabilities to repair, leaving the remaining major components to be done by TEAL on a job number. It was necessary to import two remanufactured wings, a centre section main spar, an engine mount and a new wooden propeller. The job ended up by taking 12 months to complete.

One calm morning at home I spray painted it off-white, and with the help of my wife, spent sometime designing and making a stencil for a motif and the "flash" lines along the fuselage, carefully masking it off before spraying it an iridescent blue. The fins were treated in the same way with red day-glow rudders and propeller spinner.

During this time I had overhauled the engine, in fact everything had been done to ensure it was as new. The big moment came to wheel it out of the garage without its wings for the first engine run. With a new battery installed the ignition was switched on and the starter engaged. She was away! With a few more revs gravel was blown next door and excited children came running from all directions to see a real aeroplane in a garden with its engine going.

Somehow the press heard all about this aeroplane under a house and requested interviews and photographs. Next day it was real news when the headlines proclaimed: "PHOENIX FROM THE ASHES," and "AN HISTORIC HEAP OF JUNK WILL FLY AGAIN."

With my own still and movie progress record complete I towed it to Mechanics Bay early one morning, when it was taken to Whenuapai aerodrome by lorry and staff helped me fit the wings. The civil aviation inspector passed it as faultless and a new certificate of airworthiness was issued. The first maintenance release was signed on 19 January 1956, clearing it to fly.

Very little persuasion was needed when Ian Gemmel was asked if he would take it for a test flight. He was one of TEAL's first apprentices, having learnt to fly at the aero club and had flown the Erco many times soon after the club acquired it. In the years between he had

become one of the youngest captains of TEAL's DC-6s. Feeling assured that everything was satisfactory he taxied out to the main runway while I and others watched with all our fingers crossed. Opening the throttle, a short run, and he was airborne. What a thrill to see it in the air again, looking better than new. A couple of wide circuits and he landed.

"She's fine," he said, "bit left wing low, though. We'll alter the aileron trim tab; come for a flight!"

I climbed into the right hand seat and we taxied again to the holding point of the main runway while a DC-3 landed. Somehow it felt strange to be in this freshly upholstered blue cockpit with its unusual blue enamelled instrument panel and two off-white control wheels sticking out from beneath. In those few minutes my mind rushed back to boyhood days when I had the ridiculous and impossible desire to own an aeroplane. Whether I knew it or not such an idea had persisted through the years. It goes to show that, if the ambition is strong enough, most things can be achieved.

Picking up the microphone for the first time I called the control tower requesting clearance for take off. Back came a clear reply through the overhead loudspeaker in exactly the same way as for an airliner "cleared to active runway for take off." Positioning ourselves, the scene through the wind-screen was an enormous expanse of concrete disappearing to a vanishing point a mile away, encircled in the patriotic red, white and blue colours on the tips of the slowly ticking over propeller.

Easing the throttle forward, the even "Pocketa — pocketa — pocketa" changed to a "Broooooom" as the engine surged into life, rapidly gaining speed 40, 50, 60, and we were airborne. It was hard to realise that this misshapen metal of 12 months ago, once condemned to a foundry furnace, was now doing what it was intended to do — fly!

"Here, take it. It's all yours," said Ian. How true, it certainly was! Years had passed since I handled controls. The relaxed touch had gone and so had some confidence of younger days, but it would come back. We wandered off doing turns and other mild manoeuvres before trying a few landings as confidence and touch was slowly regained.

"That's enough for to-day, we'll do some more tomorrow," and I agreed.

It is interesting to recall here that in 1941 an Ercoupe in America was the first to undergo tests with solid and liquid propellant rockets for jet assisted take off (JATO) of aircraft. It was so successful that a Douglas A-20A bomber was fitted with two larger JATO units that eventually led to the development of rocket-propelled ballistic missiles.

When an air pageant was arranged by the Auckland Aero Club at Mangere aerodrome, Ian and I flew over to show off a rejuvenated "wreck." With a low pass, we landed to be immediately surrounded by swarms of inquisitive spectators who as usual, couldn't resist the temptation to maul and touch everything. One foolish youth just had to flick the propeller and as half expected, it fired and kicked back, giving him a severe reminder not to touch a hot engine.

A proud mum with a two-year-old in her arms thought it was wonderful to let him or her crawl along the fabric wing; such things are just not done. Police protection was needed before we could move it to be admired from a distance. On the return flight to Whenuapai the petrol gauge showed nearly empty. The reason for such high consumption was traced to a reversed fuel tank cap, so that the vent had allowed petrol to be sucked out unnoticed; somebody had been playing with it. An immediate modification put an end to the possibility of this happening again.

During weekends and evenings I continued to fly, often with Cliff LeCouteur who was a light-plane enthusiast and a captain of TEAL's DC-6s with whom I had frequently flown on the company's services. We must have done hundreds of take offs and landings and sometimes went further afield, even to the South Island for a holiday, visiting his relations and friends, landing on any suitable paddocks. It was natural to ask the length of the paddock we had landed on. The answer, "It's three coils of wire long and three and a 'alf axe 'andles 'igh," left me very little wiser. The friendly hospitality of these southerners saw us departing with gifts of five pound tins of honey and a couple of dead "chooks" in our rear freight hold. In this way I saw much of the country from a new angle and felt free to investigate anything that took my fancy, becoming quite proficient at flying and navigation.

So far I had not hurried to obtain a license. It was while doing a spot of local flying that we landed and Cliff hopped out saying, "There you are, let's see you do three take offs and landings." Anticipating no trouble I calmly opened up and took off, noticing that I became airborne in half the usual distance and could climb much steeper, without the weight of my companion. Levelling out, a realisation came over me that I was on my own — solo — it was now all up to me. Climbing to 3000 feet I did a few turns to collect and calm my thoughts; somehow this prized possession had to be put back on the ground in one piece.

Losing height I started my approach. This is it, in a minute I'll know if it will be a good landing or not. Nicely lined up, trim control back and keeping her on 70, I sailed over the boundary fence, eased back on the control column as the throttle was closed and kissed the ground perfectly, stopping right alongside Cliff.

"Wonderful," he said. "Do a couple more like that and we'll go home." The thrill of this first solo flight far exceeded that of obtaining a car driving license.

I had to apply for an official license when the next civil aviation examinations and flying tests came up, and confidently sat for the written paper and oral radio tests, but not without thoughts of school-

days. Then came the flying test with a stern examiner beside me.

"O.K." he said, "Take off, climb to 3000, steep turn left, now right, do a power stall and another with power off. Maintain a heading of 293 degrees." Unexpectedly snatching the throttle back, simulating an engine failure, he said "Find a field. Where's the wind? Carry on right down. Do a touch and go, that's fine. Climb to 2000 feet and set a course back to the 'drome." We landed and without a word he was gone.

A cross country triangular solo flight from Auckland with landings at Hamilton, Tauranga and return, flown to an accurate flight plan, completed the requirements. Four days later my license arrived. At 50 years of age I was approved to take passengers in my own aeroplane.

One of my first daylong solo air tours was up north of Auckland to spend some time in the Bay of Islands, made famous by Zane Grey and well known as a big game fishing ground. Towards the late afternoon of this perfect summer's day I landed on the Onerahi aerodrome at Whangarei some 100 miles north of Auckland. Refuelling I took off once more and was soon climbing steadily over the harbour towards the Brynderwyn hills.

The engine settled to a quiet contented purr at minimum cruising revs and 100 mph. I relaxed in my armchair in the sky and listened to "A Stranger in Paradise" from an Auckland radio station. It was easy to recall the days of my youth when I had envied the flight of birds and had tried to emulate them with my ideas, jumping with outstretched arms to land on a haystack without achieving a suggestion of flight. And how later when riding motorcycles with the wind in my hair, banking gracefully to corners or swooping down hills I'd fooled myself into thinking this was the nearest approach to flying I would ever get. Now here I was nearly 40 years later, on my own, with wings carrying me through the limitless sky, experiencing a new found freedom, twisting and turning as I pleased just like a bird, up or down, right or left with steepening turns, sometimes to cross my own slipstream and feel the mild jolt as a perfectly level circle was completed. No wonder I felt happy. A latent desire had at long last been realised and a dream had come true.

Cont. Next Month



Clearing Off The Editor's Desk

FROM THE EDITOR'S DESK

As you can see from the accident reports we have been publishing, we need to be more safety conscious. In response to the growing need for more safety education, I have taken the following steps: Will print monthly safety reports, have made donations to the AOPA safety foundation and the EAA Involvement 81. I have also ordered and have on hand a safety Weather program called "GO or NO GO," a 23 minute slide and sound program on obtaining a weather briefing and using all weather information to insure a safe flight. We have set up the program in a Kodak Carousel tray and have a supply of the hand out pamphlets which go with this program. This program is available to any Club member on a loan type basis and would be an asset to your next meeting or gathering. Write or call headquarters to reserve it, and state how many pamphlets you will need. I also plan to add more of these in the coming months and will announce them as they are available. I encourage you to use these as they are very well done and present a valuable safety message.

ACCIDENT REPORT

An Aircoupe N94775, owned by Jonathan Smith and piloted by a man named Puddycomb of Bay City, Texas, was involved in a taxiing accident on January 23, 1981 at the Bay City Municipal Airport, Bay City, Texas. The Aircoupe was taxied into a Cessna 210 and received substantial damage to the propeller and wing. There were no injuries to the pilot. The Houston GADO is investigating.

ERCOUPE ACCIDENT REPORT

The FAA has received a delayed accident report on an Ercoupe 415C, N99785. The aircraft was owned and operated by Leonard Mullis of Porterville, California and the accident occurred at Eckert Field, Strathmore, California on November 30, 1980 at 2400Z. When hand propping the propeller the engine caught and the aircraft went out of control causing substantial damage but no personal injuries. The Fresno GADO is investigating.

Joseph E. James
G & G Aircraft
4825 Kingfisher
Houston, Texas 77035

January 26, 1981

Editor
Coupe Capers
P.O. Box 15058
Durham, North Carolina 27704

Attn: Skip Carden

Re: Ercoupe N99368 Accident

Dear Mr. Carden:

This is in reference to the accident report regarding Ercoupe N99368 as published in the January issue of *Coupe Capers*. I wish to set the record straight, as the report contains many errors.

(1) The accident did not occur in beautiful downtown Texas City, Texas, but over 5 miles North of the city (out in the boonies).

(2) The Ercoupe was not owned by me, but belonged to Giles Bennett, of Galveston, Texas, whom I had sold it to several weeks previously.

(3) I was not piloting the aircraft, (in truth, no one was). But, since it was a post-sell demo and instructional episode, and I was current and licensed, I had to be listed as pilot in command. (Sort of a "crash" course).

(4) In error also, was the sentence that I was apparently practicing slow speed flight and got involved in a high sink rate.

(5) Stating that the extent of the injuries to the pilot are not known at this time is also misleading as no one was scratched, bumped, or bruised in any manner.

(6) The *Caper's* report that the FAA's Houston GADO is investigating is sort of in error also, as they declined to even visit the scene and view the wreckage. They told me over the telephone that they would mail me an accident report form, to fill it out, mail it back, and basically, "that would be that."

(7) Also, you spelled my name wrong.

Now then: what happened? In giving Mr. Bennett a simulated engine failure from 500 feet AGL, there was a mix-up. I closed the throttle and had Mr. Bennett choose a (simulated) landing area. I told him that I would operate the power and open the throttle as we neared the ground. He dutifully lined up on an oilfield dirt road. As we neared the ground, he said, "We are going to overshoot, you got it." I did not hear him say the part about "you got it." I was busily looking out the windscreen at the approaching ground and did not see him place his hands in his lap. I applied power, but since the aircraft was out of trim and no back pressure was being held on the wheel, the aircraft settled abruptly. In a split second we swiped a small bushy tree, sustaining damage to the aircraft. I closed the throttle and we slid approximately 400 feet through rough terrain, substantially damaging the Ercoupe, but remained upright. This limerick describes it all:

"I thought he had it,
I had it, he thought.
One Ercoupe aircraft the
Insurance Company bought."

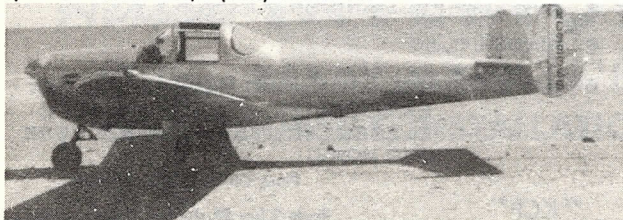
Lessons Learned: At critical (low) altitudes, be triple-sure who is manipulating the controls! If I had my hands even lightly on the wheel the accident would never have happened. If I had applied power much higher up old '368 would still be enjoyed by a fine pilot, Mr. Giles Bennett.

Truthfully, I am chagrined, embarrassed, and totally in disagreement with the way in which our accident was published in *Coupe Capers*. I have received emergency calls regarding my supposed injuries and sympathy cards. My pilot's license has been checked by acquaintances whom have known me for years. I would suggest a call or letter to the parties involved to ascertain the facts surrounding each accident, before chancing publishing erroneous information.

Having owned (at one time or the other), over thirty Ercoupes and in 25 years of flying them thousands of miles, my request is not unreasonable.

Sincerely,
Joseph E. James

P.S. My home telephone number is A/C (713) 728-1181. Mr. Bennett's telephone number is A/C (713) 762-6744.



Before



AFTER

I am sorry about the false items in the Report. The information that we published was what we received from the FAA. I guess this illustrates the problems the FAA have getting their act together. Again, Joe, I am sorry for any problems we may have caused.

Skip

FLORIDA FLY-IN

The Florida fly-in was held at New Smyrna Beach Airport January 24th & 25th, with good weather and lots of Coupes, a swell time was had by all. We had lunch and dinner together and as usual, coupe lore was in abundance. We were also privileged to have the Weicks with us and heard of their recent world tour. We will have a complete write up and photos in the next issue.

COUPE ARCHIVES

A letter from Carl Hall states that we now have set up a Coupe Archive at Bowling Green University. Carl has received some contributions but still needs some more money to pay this project up so why not send Carl a donation to help preserve Ercoupe History for others. Send donations to: Carl Hall, Bowling Green State University, School of Art, Division of Design, Bowling Green, Ohio 43403. Carl also asks that anyone who has anything about Coupes that should be preserved to send it to him and it will be copied and returned to you. Then anyone who wants can get a copy from the University. This is a big project and we all owe Carl a vote of thanks for his help. So, send in those Coupe articles and other items for the Archive.

CESSNA CLUB???

As most of you know by now, I have started a new club. The Cessna 150/152 Club. I feel that this group needs the same attention that the Ercoupe needed some 11 years ago so I formed this Club. I have been real pleased with the response of the Cessna Owners and feel that they are the same type folks as Coupers. In the coming months and years Aviation will face some of the most serious challenges that it has ever seen and I feel that Clubs and groups will be needed to make the voice of the individual owners heard.

No doubt you can see that the Cessna Club has been beneficial to the Coupe Club, with the addition of many new advertisers and money saving deals for you. We have screened these advertisers carefully and feel that they are the best people that you can deal with. If you ever have any problem with an advertiser, please advise me at once so that we can help you reach a solution. As both clubs grow, I hope to be able to devote almost all of my time to the two Clubs. As in the past, we welcome any comments, good or bad, that you may have. I will continue to do my best to provide you with one of the best Clubs available!

Skip

WELCOME TO COMPUTERLAND!!

This is the first month that we have used our new Apple Computer to handle the mailing labels for the newsletter. By going to the Computer, we can process changes and additions much more rapidly than before. We can also retrieve information in many ways from the master files. I can locate a Coupe by the "N" number, Serial Number or owner's last name, or by state. The Computer will also allow us to have the first Club Directory in many years. The Directory will be ready in a few months and will list all members from 1979 through the present. It will be quite a document, so it will take a while to print and mail. Be sure to read the label carefully and report any mistakes or changes at once. If we do not hear from you we will assume that your material is correct and it will be printed in the Directory that way. Also, we hope that the Computer will be able to furnish a yearly up-date so that we can keep the directory current.

CLOSE OUT!!

We have decided to get out of the book business and are offering all the bound volumes of *Coupe Capers* at a bargain - \$5.00 ea. p.p. Be sure to specify which ones you want as they are mostly gone except for Volumes 6-7-8. LAST CALL!!

GAS GOES UP

I have received several reports of \$2.00 a gallon gas, this is sure to cut into sport flying as the price will surely go higher. One alternative is the research that is being conducted on the use of Auto Gas in small engine airplanes. EAA is very active in this and we contributed to Involvement 81 to assist in their research. I have been told a very disturbing story which can neither be confirmed or denied, but it came from a most reliable source. Seems that Embry Riddle, a large training facility in Florida got a large grant to test and evaluate the use of auto fuel in small engine aircraft. Recently one of our members asked what had ever happened to the test? He was told that it had been completed and placed in a large envelope and locked up in the safe! Seems rather strange that this information was so valuable that it had to be locked up, and that no mention has ever been made of the results! It makes you wonder if there hasn't been some type of cover up or if someone has been bought. I can neither confirm or deny the above, but I thought that you would like to hear it. Perhaps we can get some further information and give you an update in the future, but sure seems strange. What do they know that they don't want us to know????

SPECIAL TREAT!

If plans work out, we will have a special treat to look forward to at Sun "N" Fun fly-in. Fran and Ken Heath will be on hand with a load of Club Goodies for sale in our Tent. They will also have a very special new item - a Coupe Lighter. I have had ZIPPO make up a lighter especially for the Coupers. It carries a Coupe on the side of the brushed chrome case. I am sure you will want to have one of these. Fran will also have models, caps, patches, decals and jewelry. So look for the Heaths at Sun "N" Fun.

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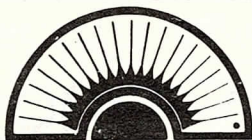
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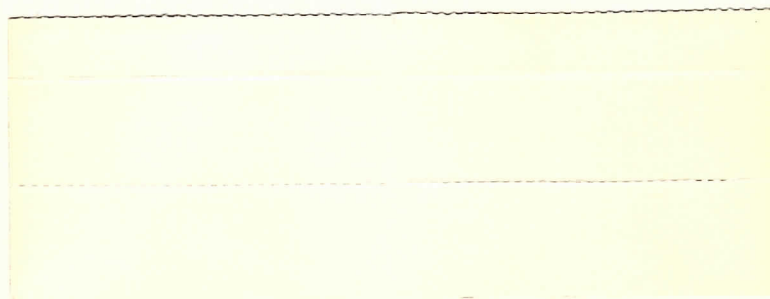
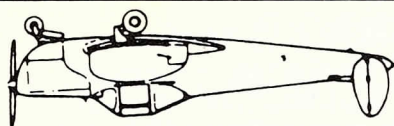
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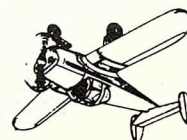


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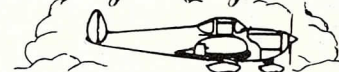
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