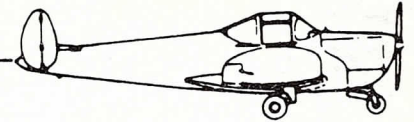


COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 10, Number 6, November 1981 Telephone 919-471-9492

Editor: Skip Carden

AREA NEWS

Region 1

Dear Northwest Coupers,

Here comes the rain! Too bad we have to have grey skies for green grass. At least we had a nice day for our lunch gathering in Sept. When we arrived we shared the pattern with Tom Newton and Leroy Geddis (wearing a T-shirt with a computer printed Ercoupe). Trooping around the parking lot were Ken and Dorothy Damewood (back from a trailer vacation at the coast), Byron Bousha, Art Doll, Hal Looper and his 6 yr. old co-pilot grandson, and Steve Crosley (who arrived by Coupe for the first time!). We were pleased to meet Laurel VanLieu who can seldom attend because he works weekends - - glad he could join us this time and certainly will look forward to seeing him anytime he gets a break in his schedule. Dan Smart & Jo Johnson and Jack Stevens arrived in Uncoupe - Jack's Mooney is for sale, by the way. Art and Mary Leppin drove, as did Dick and Mary Roscoe.

Roscoes brought along their copy of the new book now available "THE ERCOUPE— A TOUCH OF CLASS" and we spotted several pictures of local planes and people as we took a quick glance through it.

Conversation also brought out the name of Steve Wentworth as a thorough A&P mechanic at Hatches in Stayton.

Since there were a couple new Coupes to crawl over we puttered around the parking lot quite awhile after lunch, but finally had to go our separate ways for another month, having enjoyed another outing with the Coupe troops.

From there on the day hit a disastrous low. Shortly after we got home we received a call with the devastating news that Jack Harkness of Phoenix had just been severely injured in an Ercoupe crash in which the pilot, Jim Funk, had been killed. Mr. Funk was not known to us but Jack was a VERY special friend, current President of the Ercoupe Owners' Club, and this year's recipient of the Fred Weick Award. Jack lost his battle for life 8 days later and we are more sorry than we can ever say to have lost these two men.

Our gathering this month will be on Saturday, October 17, at Noon at the Sweptwing Restaurant in Albany. Hope you all can join us.

If any of you ever has a suggestion or two regarding anything you'd like to see added or subtracted from our admittedly casual format, please feel free to speak right up. If they involve much work, we may put you in charge, but we're always open to new ideas. Since we're so much more limited in restaurants available to us than the Washington or California groups, we can't offer that variety. But, do be thinking and let us know if you have any suggestions.

Roy/Eileen Wright

Region 2

Good Morning Skip,

This has been a tragic day for the Ercoupe Owners Club with the terrible death of Jack Harkness and Jim Funk at Carefree, Arizona.

My prayers went out to their families and friends. May God grant all eternal peace.

But on the lighter side, my wife and I held our second annual Bar-B-Que at Apollo Park in Lancaster. At one time there were 27 Coupes on the field and four other non-descript flying machines. I think they were Slab Sided Wichita Bug Smashers. Also by rough count, at least 90 people. Others say over 110 people showed up.

The weather, perfect at 86 degrees, good food, good beverages, good conversation and much of the usual bravado.

Skip, here is a clipping from the local paper on the event. Unfortunately the press didn't show up until 4:00 p.m. and most had already left for home.

Also, I hear thru the grape vine that you will be needing help for the proposed National Fly-In next year in the Western half of the country. Anything I can do to help, please feel free to call on me.

The Coupe Moose
Bill Jacobi
38545 Lemsford, Palmdale, CA 93550
805-947-9714

GREATEST SOUTHERN CALIFORNIA FLY-IN

Southern California coupes gathered on September 27, at Lancaster, CA, for the largest fly-in that the region has ever had. Coupes came from as far as San Jose, CA, and Phoenix, AZ.

Bill Jacobi - The Coupe Moose - and his wife, Barbara, hosted the event at Appollo Park, adjacent to Fox Field. Coupes flew-in, taxi'd down a specially bladed road right to the park gates. Bill flagged them to their parking places. The Ercoupe Drivers then walked to the picnic area, where the Jacobi's had loaded down the picnic tables with barbeque burgers, beans, and dozens of other picnic goodies. Fly-in participants brought salads and deserts galore. There was far more delicious food than everyone could eat.

There were twenty-seven coupes, four un-coupes, and dozens of people who drove or walked in. The total count on the register was over sixty but at least forty more are known to have been there. Imagine! A local fly-in with more than 100 fliers and families.

Participants included Bill and Barbara Jacobi, N2865H, Palmdale; Joe and Belle Figuras, N3630H, Harbor City; Dave Darron, N93726, Morgan Hill; John Winters, N3635H, San Bernardino; Roger and Jamie Koach, N93965, Apple Valley; Rich and Bev Anderson, N3968H, San Marcos; Marge Strachan, N2640H, Reseda; Chuck Ferris, N3116H, San Fernando; Bob Garnet, N2915H, Bishop; Steve, Linda, Lorie, and Teri Thornhill, N2617H, Tehachapi; Gary Dallugge, N3040G, Van Nuys; Joe Brooks Jr. and Joe Brooks Sr., N2074H, Torrance; Joe Davies, Palmdale; Bob and Bev Elliott, N99146, Hesperia; Wayne, Evelyn, and Shelly Olson, N2081H, Hesperia; George L. Brown, N99723, San Fernando; Harold F. Mensing, N87124H, San Fernando; Kent Foster, N2996H, Phoenix, AZ; Robert King, N2700H, Mesa, AZ; Walt Bacon, N2585H, Grover City; Don Brock, N3210H, San Luis Obispo; Ron Jewett, N93405, Phoenix, AZ; Ken Swift, Charlotte, MI; Richard Groff, N2640H, San Fernando; Ronald Beck, N94664, Phoenix, AZ; Frank Estes, N94664, Phoenix, AZ; Tracy and Joyce Saylor, N4469K (Navion), Tehachapi; Ernest and April Dunn, N87336, Newhall.

Also there were Earl and Audrey Nelson, N3398H, San Fernando; Jim Duval, N6511Q, Phoenix; Jim Giblin, N6570Q, Lancaster; Harold and Virginia Shaffer, N18HS, San Bernardino; J. Scott Reaser, N2634H, San Fernando; Rick Moore and Kristy Moore, N94373, Corona; Ben Snyder in a Cessna, Upland; Charles and Vannah Taylor, N3718H, Upland; Dix Logan, N9542V, San Fernando; Bill Hoverman, Laster; Jack Lang, Kathy Eschavez, both from Palmdale; Jim Robertson and Dan Kirby, N2068H, Camarillo.

Bill and Barbara Jacobi, the hosts, write....

"Man! What a turn out. Beautiful weather, good food, and better yet, better people. If I had to die now, I would go at peace. What a great day. At one time I counted over 27 coupes out there...plus four other non-descript aircraft. Also, there were 94 people there."

Region 5

Hi Skip,

Just a short line to let you know that the Wisconsin Wing held a fly-in at Fond du Lac, Wisconsin, September 27. Through the gracious efforts of the FBO and his staff and the warm reception which we received from the EAA Chapter 572 and their wives, we had a very good time. The services of the airport management and the meal served by the EAA made No. 1 fly-out a roaring success. When you consider that 6 coupes 1 Mooney M-10 and 1 Uncoupe managed winds gusting to 45 mph, any representation would have to be considered as a success. A short note to John and Rita Wright. Some of your wing members flew up to help us celebrate our No. 1 fly-in. A very fine group of representatives indeed. I wish you well on your upcoming fly-in on Oct. 10 & 11 at Jacksonville, Illinois. The fliers who made it were Stanley Gerlach in Coupe N-5694F, John Clark in Mooney N-9925V, Bud Felton in Coupe N-5473F, Buddy Meely in Uncoupe N-5628H, Al Johnson with co-pilot and Ballast Bill Landers in Coupe N-99919, Tom Crunk in Coupe N-3002G, Bob Winkie with co-pilot and ballast Bernie Stutten in Coupe N57992 and yours truly with co-pilot and ballast and Region 5 Director Jim Fohr in Coupe N-99116. Every landing was a grease job or the next best thing to it and every take off was more than respectable. My thanks to you pilots who so totally impressed our hosts with your ability under such adverse conditions. Coupes are now looked at with a different opinion on their capabilities. One such man, Mr. Sam Coates of Fond due Lac, decided that he would like to join the EOC. Of course he got an application before I left and if his enthusiasm held out-Skip-you should have gotten that before this letter hit your desk.

Our Wisconsin Newsletter will carry the time, date and destination of our next fly-in. Right at the moment there are a couple of details concerning that which require a little working on.

Enclosed is a group picture of the people who managed the aggravation of lousy flying conditions.

Bob Dermody



Back Row: Tom Crunk—Al Johnson—Bill Landers—Stanley Gerlach—John Clark—Bud Felton
Front Row: Bob Dermody—Jim Fohr
Those not available at picture taking time: Buddy Meeley—Bob Winkie—Bernie Shutten

Region 5 THE WISCONSIN ERCOUPER

Fellow Ercouper;

Here comes the October Newsletter ready or not. The Wisconsin Wing of the EOC held its first fly-out Sept. 27 at Fond du Lac. Despite the winds gusting at 45 mph, we had 8 aircraft make the fly-out. The fliers making it were: Stanley Gerlach in N5694F, John Clark in Mooney M-10 N9522V, Bud Felton in N5473F, Buddy Meely in uncoupe N5628H, Al Johnson with acting ballast Bill Landers in N99919, Thomas Crunk in N3002G, Bob Winkie with co-pilot and ballast Bernard Shutten in N57992, and Bob Dermody with Jim Fohr, Regional Director, Region 5 and co-pilot in N99116. Thank you men for making our very first fly-out a roaring success. Just in case none of you are aware of it, I am taking pictures of each aircraft at each fly-out and developing an album of the Wis. Wing showing the aircraft and listing the owner-pilot of each. I will bring this along at each fly-out for you to see and offer any corrections.

The courtesy and excellent service provided by the airport management plus the extremely fine meal served by the EAA Chapter 572 and their wives made the entire fly-out well worthwhile.

Our good fortune held up while in Fond du Lac; we enlisted Mr. Sam Coates of Fondy into the folks of the EOC. Our hearty welcome to the club, Sam. We wish you many years of good flying and fellowship with other members of the club.

I have received letters from two of our EOC members expressing interest in our using their facilities on future dates for our fly-outs. This sounds great to me and I thank you for the offers. Namely they are:

Clarence Bonnette, EOC2411, manager of Wautoma Airport at Wautoma, Wis. There are three sod strips there, 2050' being the shortest. 80 octane is available there also.

Alden (Skip) Allen, EOC1556, owner of a private strip 6 miles north of Bayfield, Wis. also offers the use of his 1600' strip. He reports it as a well sodded and firm strip with about a 15' down grade to the north. This should pose no problem at all for Coupers. There are accommodations available at Bayfield for those who pull in there. Personally I do believe that we should consider visiting our northern members one of these days. Being that far out of circulation they must feel like a forgotten relative at will reading time.

I have cleared it with Al-Koser, the FBO at Sylvania Airport, Sturtevant, Wis. for our next Fly-out, on Oct. 25. We will have use of a meeting room at which time we will dispose of a gift from Trimcraft Aero. There is a paved strip 8/26 x 2000' with a parallel sod strip. I do not recommend the sod strip after a heavy rain during the 2 or 3 days prior to the outing. Bring your tie-downs just in case that you may need them. No 80 octane available. There is an excellent food palace about 1/4th mile down the road, where you can order from the menu. I'll see that transportation will be available.

Those of you who make the fly-out (weather willing) please bring along any suggestions that will tend to make all future fly-outs more successful and enjoyable. Also figure out where to hold the Nov. fly-out if you desire to have one. Remember fellows—This is your club to be run in the manner you want it. I'll do everything within my power to follow your likes and dislikes, wants and desires. Hell, I'm only the catalyst not the designer of activities that you participate in.

Now for the goodies: WANTED TO BUY: One short note to those who use this letter to acquire or dispose of items. After accomplishing your goal, please notify me so that I do not continue your ad. After all these fingers are getting very fragile from the use of the hunt and peck system and Over use. If you count all the errors, you will see what I mean. Thanks.

One set of Federal skis and fork nose wheel for a '47 Coupe. Contact Oscar Deutsch, 645 1st St., Hartford, Wis. 53027. One set of Kenney wheel fairings. Contact Bob Cramer, 1424 S. Wisconsin, Racine, Wis. 53403.

FOR SALE: 1969 Mooney M-10, N9508V, S/N 690009, 1230 TT AF&E. Continental C90-16F w/integral vacuum pump. McCauley prop 1B9OCM7148 (climb pitch). King K1202 VOR indicator, Genave Alpha 200 receiver w/integral VOR indicator. Bendix T12C ADF, Airmarc 128H 3-light marker beacon, Full gyro panel (AH needs service), Brittain elec. turn coordinator, OAT & rate of climb, EGT (single probe No. 1 stack), Full rear seat w/safety belt, Kenney main gear strut cuffs, Whelan wing tip strobes, 3-tone original green & white all over paint, Canopy cover and tow bar. Contact Jon Hiles, 6711 Emerald Ave., Enon, Ohio 45323, phone 1-513-864-1041.

Region 5

Hi Skip,

Well the weather did it to the Minn. Wing of EOC. Again, on Sat. the 26th of Sept. we had a fly-in at Benson's Airport of White Bear Lake and wake up with 400 ft. ceilings and rain. No improvement until late afternoon. The Hanger Dance was fun for all those that drove in Sat. night. We had a live band, booze, plenty of beer and mix for the High Oct. refreshment, all at a cost of \$10.00 per person. It is getting late in the season here so I don't have anything planned as of Nov. But I'm always open to suggestions. Give a call and let's do it this winter like we did last summer.

Also, John & Rita, I'm sorry, but I'll be working the weekend of Oct. 10 & 11 so I'll miss your fly-in at Jacksonville, but Burt Ellegaard called and said he was going to try and make it. We all know Burt. If anybody can be there, you can bet Burt is one of them.

How did Leonard & Laura Page's fly-in go? I hope the weather cooperated better than it has here in Minnesota.

Also, Jim Fohr, Regional Director, I would like to hear from you concerning a Region 5 fly-in at Detroit Lakes, Minn. for early summer. Well I'll have to close for now. See you all soon.

Vern Brown
101 W. Sycamore, St. Paul, MN 55117

Region 7 Sept. Fly-In: San Antonio, Texas

Fourteen faithful 'coupers and guests enjoyed a tour through San Antonio's Lackland Airforce Base WWI/WWII static display and museum. Our Lackland tour guide, Glen Bryan, was eagerly assisted by Ray Shannon, Glen Becker and other group members with their "on the scene accounts" of the WWII aircraft. But, Ed Stamm was the only one who could say he'd flown a "Jenny." Some of the more curious were allowed to explore inside the B-25.

EOC members and guests were: Bob Lokey (Er-92994), Dan Dreeban (ER-2097H), R.E. Byrom (Er-2593H), Ray Shannon (Er-87171), Ilene and Frank Burrough (C-150 4754X), Art Villavecchia (Er-99444), Ed and Lorraine Stamm (A1-5625F), Glen and Curleen Becker (A1-6565Q), Chuck Coleman and Jana Ross (A1-6357V). Lewis Mason of San Antonio was landing in his VariEze as our tour bus returned to Westside Airpark and took one of our group on a ride in his responsive homebuilt.

Those who stayed overnight enjoyed the famous River Walk complete with a Mexican dinner, river boat ride and margaritas. And, for once, the weather was just like flying weather should be: beautiful!

Seen at the EAA southwest Regional Fly-In in Kerrville Sept. 17 were EOC members: Amon Proctor, Gene Taylor, John Hall, Chuck Coleman, Terry Savage, Bob DeLeon, Robert Rinehart and family, and Jana Ross. B.H. Thomas and one other coupe from Lubbock flew in. There was an orange Alon from Louisiana. New coupe owners were Bubba Walker and his Alon and Gene Ellis with his Club Air. Glen Becker was enroute when his engine froze. After a safe landing, Glen trailed his Alon back to his ranch. It will be flying soon, he reports. EAA reported record attendance this year with more than 8,000 people counted on Saturday. It was nice to see so many 'Coupe people there.

Region 8

Skip,

Just a note to let everyone know that the Michigan Wing of Region 8 is moving right along. We had a nice brunch meeting at the Owasso Airport Pines Country House Restaurant in Owasso on October 17th and in spite of somewhat gusty weather had a nice turn-out. There were, I believe, 7 Coupes (including Alons) and 14 people. I wasn't there so my daughter Jessica went in my place and I hope I have all the details right. The meeting started at 10 a.m. and lasted until 1 p.m. and, after a "bumpy" flight home, decided it was a total success.

Our next get-together will be at Luddington-Gibbs Restaurant at 10 am, Sunday, December 6th. Restaurant is 1/2 mile from field. In case bad weather is predicted, will meet the day before on Saturday, Dec. 5th, same time. They have 80 & 100 Oct. gas there also. Everyone's welcome and we'd be glad to see them there. Present at Owasso were the Jenks (wing leader) N6550Q, George Breeden, N99228, the Teachouts N11700, Ken & Delores Parnell, Don Donem, N87312, Henry Miller, Bud Pearl, N99219, the Sheppards, N7542C, Tom Montambo, N2275H, and Fred Niemi N5617F.

Sincerely,
Maxine Teachout



REGION 8 MICHIGAN FLY-IN REPORT

We had just a very beautiful day weather-wise and were very pleased and surprised to have 26 Coupes, Alons and Cadets arrive, plus two families that drove in. Since it was impossible for everyone to arrive at once we had to park at several different locations on the field so I missed meeting a few that left before we got our meeting underway. To them, I apologize and hope to see them again in the near future. I'm planning a Michigan Newsletter in the near future with a list of all Coupers both in the EOC and those that haven't yet joined. When you get this list, if you aren't on it let me know and I'll add you to the list. Back to Fowlerville. The Rotary Club there did their usual good job. There were shuttle buses to the eating hanger and the food was good. They fed over 1300 people and had a plane count of 210. Enclosed is a picture of some of us right after the meeting. As I said, there are a few people missing and to them I apologize. Also a list of those present. (I hope): Lewis Alwood N3355H; John Beall N99208; Bill and Pat Beatte N94821; Gene Billips N ; Don Bonem N87312; George and Gloria Breeden N99228; Andy DeHaan N94327; Ward and Brett Delane N2703H; Mr. & Mrs. Dieterlie and Daughter N99935; Marvin & Ruth Dunlap N2472H; Galen Edwards & friend Tom N94428; Bob & Marge Jenks N6550Q; George Lathrup N ; Donald Matthews N2977H; Tom Montambo N2275H; Fred Nieme N5617F; H.K. & Mrs. Palmer N2928H; Bud Pearl N99219; Roy Pierson N94634; Frank Pitts N99283; Lloyd Remington N94315; Dick Robert N5672F; Richard Sager N87086; Lorraine Sheppard N7542C; Larry Sherman N2758H; Charles Waldrup N99099; Carl & Maxine Teachout N11700; Al & Vivian Weber N9511V. I know I forgot some of the wives and I'm sorry as I couldn't remember their first names. I'll learn them as time goes on.

THE MICHIGAN INFORMER

Hi! Well here we go. Our first newsletter and I have a lot I want to cover. First of all if you don't like the name of the paper, just let me know. I'm open to suggestions and will send them out for a vote.

Also, I thought some of you might like to have a patch to represent the Michigan Wing. Not everyone likes to wear patches, but it's nice for those of us that do. Anyway, I thought they should be about the same size as most others so that would make them 3-3/4 inches. Also try not to get involved in too many colors. Three at most and two would certainly be better. Send a copy of your design to me and I'll set them up graphically on paper and send them out for a vote. Take as long as you want as I thought I'd make this a Winter project for something to do when the snow falls. Also, I'm just getting started looking for a cheap place to have patches made so if anyone that knows a place we might get a discount, please let me know.

Of course this brings up the distasteful subject of money. I can see where we're going to have to ask for donations to help offset the cost of printing and postage. I think \$4.00 per family would do it. (See below)

Just a reminder that our next meeting (get-together) will be at the Owosso Airport at the Restaurant there on the field at 10 AM. That's a Saturday. We thought we'd have some get-togethers on Saturdays and some on Sundays to be fair to everyone. Also we'll try to meet at several different places around the state to make it fair to Everyone as far as flying distance goes.

I think everyone would like to have an idea page as part of the newsletter so everyone can let us all know things they'd like to do or places to go. Also we'll have a classified section so keep me posted and I'll try to help you buy, sell, or trade whatever you need. In addition some of you will notice a card enclosed so you can join the National Club if you choose to do so. The rest of you already belong.

We were so glad to see so many that were able to make it to Fowlerville on the 13th. I only regret I wasn't more organized so I could spend more time getting to know everyone. Carl and I did make

it out to every plane to admire it but weren't lucky enough to be there at the same time as their owners. The final count was 26 Coupes and two drove. Next year we'll have a Club table or tent so we can have an official register. Until next issue take care and safe flying to everyone! May we have a beautiful Fall.

Don't forget that we are fortunate to have Bob German in Jackson to fill our Ercoupe needs. He sure does know an Ercoupe and is available by phone as well as by mail. If you want to get hold of him you can reach him at Skyport Aircoupe Services, 1340 Francis Street, Jackson, MI 49203 (517) 782-9340.

Here is a breakdown on the costs of putting out the Newsletter; Total cost of postage per year for Quarterly issue is \$72.00; printing for the first issue is approximately \$20.00 as it includes the membership list; next three issues approximately \$15.00 each (\$45.00); Cost of envelopes \$12.25. This all adds up to \$149.25. That's for 70 copies per issue and a reserve of 30 copies for new members and complimentary copies. The \$4.00 will include all bulletins between issues and/or correspondence needed to keep the Wing rolling along. I hope this is in agreement with everyone. The next issue will be out on Feb. 1st, 1982. In the meantime there will be a Christmas letter to invite everyone to a Christmas get-together in Jackson sometime in Dec. Hopefully we can get-together at the Airport there.

CLASSIFIED ADS: Dick Roberts has an Alon for sale. A 1966 red and white. N5672F. He keeps it at Hyne Field in Brighton and he's asking \$7500.00. His phone is 313-449-4723. Don Bonem has his plane for sale. It's a 415 N94821, is clean and nice and they're asking \$6,000.00. Phone is 313-634-5213. They're from Holly. Al and Vivian Weber are looking for a set of wheel pants for their Mooney Cadet. They are from Burlington and their phone is 313-634-5213. Carl Teachout is looking for a big (super) venturi as his won't handle the three instruments too well. Also a used EGT. His phone is 313-498-2143 and he lives in Gregory. R. Donley from Jackson has a 415-D for sale. It's been hangared and has 237 SMOH. He's asking \$6500 for it and can be reached at 517-788-1261 days.

Region 9 VIRGINIA WING NEWSLETTER

Hello Virginia Coupers:

Once again, let's try to get together and share stories, experiences, and a sense of togetherness.

The last E.O.C. attempt at Farmville wasn't a roaring success; but, it wasn't a complete "bust" either. Two coupes and four E.O.C. members made it - on short notice and Father's Day!

"Tip" Johnson and his wife, Pat, and I flew our coupes in. Bobby Conlon rode with me (his co-owner had flown his coupe (no pun) to Florida) and Hiram Martin drove to the airport from Lynchburg. Another member, Jay Lowden, from Covington didn't make it; but, he did write a nice note stating he couldn't make it and it's pleasing to hear from you even if you can't attend the fly-ins.

There is an E.A.A. fly-in (Old Dominion Fly-In) at Franklin, VA, September 18-20, sponsored by Chapter 339.

I talked with Bill Baker and he would welcome any and all Ercoupers that can and will fly in. If weather is suitable I plan to go and hope to see some of you make it also.

Now to the nitty-gritty. I want our Virginia Wing to be an active wing and as your Wing Leader I need your input if we are to be successful in organizing and attending Fly-Ins.

In June I chose Farmville because it is a nice airport, fairly centrally located to the majority of our members. The date chosen was arbitrary because experience has shown that there is approval and rejection of any date chosen by some of our members. No one date/time/place can suit us all so it's necessary to go with a majority consensus. This is where you come in.

Enclosed is a stamped, self-addressed post card I hope you will fill out and return to me. The returned cards will be used as my mailing list. So regardless of your response to the questions on the card, please return it as soon as possible.

The questions are general and can be helpful to us in deciding the type activities and information we might select for inclusion at our meetings. If you have additional ideas, write on the margins, another card, letter, or whatever.

Also, if you wish to spend a little money (and save some also by making a late long-distance call) call me at home (703-774-4829) between 11 p.m. and midnight.

I can get a supply of the small card enclosed which announces E.O.C. to non-members. Let me know if you want any, and also, PLEASE give me names and addresses of non-members who may be interested in our activities.

KCF
Carter Bradley

On September 9, I sent out my first newsletter as wingleader. Each of you that received the letter also found enclosed a pre-addressed, stamped post card which took MINIMUM TIME and NO EXPENSE TO RETURN.

Of 22 letters mailed I have had 12 replies:

One was from Bruce Warner, formerly of Victoria, but now living in upstate New York.

Another reply was an excellent letter from Ray Bottom, Jr. of Hampton (Antique Airways). Ray is editor of the Antique/Classic Newsletter published for E.A.A. Region No. 3. Among other things Ray presented several suggestions and names of airports that should be suitable for fly-ins.

Others returning their cards with the information requested with some helpful remarks were Carl Carden, Miles Clayton, Bobby Conlon, Gene Dofflamyer, "Tip" Johnson, Jay Lowden, Hiram Martin, Bill McMann, Walter Rettig & Bill Tench.

Each of you indicated a desire to attend fly-ins so our only decision is HOW OFTEN and WHERE. Of ten replies (plus my own) we have 5 that would like them bi-monthly, 4 that prefer semi-annually, and 1 each for quarterly and annual get togethers.

Miles Clayton is airport manager at William Tuck Airport in South Boston and he indicated his willingness and desire to use his facilities for a coupe fly-in. Other airports mentioned were: Tangier Island, New River Valley, Fredericksburg/Bealton Bryce, Hummell, Roanoke, White Sulphur, New London, Farmville, Manassas, and Warrenton/Fauquier.

The list is long but hopefully the desire to fly and to get together will enable us to meet at these and other airports in the future.

I don't know how many of you have attended E.O.C. or E.A.A. fly-ins. I can say that if you haven't, you are missing a great deal of fun and losing out on much information. I have been to Bowling Green, Ohio for the last 2 E.O.C. National Fly-ins and to the spring Burlington, NC E.A.A. fly-in. I also attended the Annual Arkansas Picnic at the Leonard Page Ranch.

Fred Weick, the "father" of our coupes has attended the B.G. events and was at the Page Ranch for the picnic. Fred, at 82, and his wife, Dorothy, get around in his VW van and even though he has been closely associated with the development of Piper Cherokees and other aircraft he still seems to have a special place in his heart for coupes and is willing to spend his valuable time with those of us who choose to own, fly, and admire his creation. I feel fortunate to have met this fine gentleman and listen to his frank discussions on the why's and wherefore's of coupe flying.

At every fly-in or even when I just happen to meet another couper I seem to learn something and I feel we all will have everything to gain and nothing to lose by making an effort to attend any event where other E.O.C. members will be present.

I just heard from "Skip" Carden and he requested that I urge all Virginia E.O.C. members to attend the Region 3 E.A.A. Antique/Classic Fly-in, Woodward Field, Camden, S.C. October 16-18, 1981. I'll be there and hope you will be also. I'll be staying at the Holiday Inn (Lugoff, SC) Friday and Saturday night; so, if you get to Camden, look me up. I plan to fly if the weather is satisfactory and will leave Roanoke and fly to Blue Ridge (Martinsville, VA). Anyone planning to fly in can come to Martinsville and we will leave at approximately 3 p.m. and fly as a group to Woodward Field--ANY OTHER SUGGESTIONS? If the weather is bad, I plan to drive. Let's get the dust out of our birds and fly to a real fun occasion.

I have received several inquiries regarding the possibility of sending out a monthly or bi-monthly newsletter to our members. I am fortunate in having a wife who can type and we have access to word processing equipment. With her willingness to help in preparing a newsletter I will be glad to receive and disseminate input from you and produce a bi-monthly report to our Virginia E.O.C. wing. This newsletter could include items such as aircraft or parts for sale, aircraft or parts wanted, invitations to fly-ins, maintenance tips, reports of E.O.C. meetings, news of member activities, and any other items that you furnish me that would be of interest to our Group. I must request, however, that anyone wishing to participate in this endeavor to make a donation to help pay mailing and associated costs. My contact with other wing leaders suggests a \$2 contribution as a good beginning. I'm willing to give it a try if the response is favorable enough to make the time, effort, and expense worthwhile. Remember though, I will also need news items, information, tips, etc. from you if we pull this off. Of necessity only those of you sending the donation will be on the mailing list. If too few choose to participate I will forego the letter and return your donation.

Again, let's get a good Virginia turnout at Camden, October 16-18. As GENE DOFFLEMYER pointed out--"We always read about the fly-ins out west." Isn't it about time we participate in, enjoy, and tell others about our eastern fly-ins?

Am still eager to hear from you--suggestions--news items--etc.!!!

Carter Bradley
4818 Norwood St., SW, Roanoke, VA 24018

FROM OKIE COUPERS

We just returned from Oshkosh today (Aug. 9) and are recovering from the experience. The weather at Oshkosh was great this year adding to our enjoyment. We came back laden with hardware, tools, and hundreds of brochures, catalogues and manuals which will provide reading well into the winter.

Tuesdays the EOC group had a banquet at the Hour Bar in Oshkosh with about 100 in attendance. Fred Weick addressed the group and was presented a beautiful Clock with a picture of an Ercoupe against a sunset. Rita Wright presented Fred & Dorothy with a birthday cake for their combined 163 years.

Father Tom Rowland from El Paso, Texas in his 1941 Ercoupe flew in the "Parade of Flight" at 4:00 pm on Wednesday along with 125 other airplanes representing the history of flying. Fred Weick flew as a passenger with Father Tom. They were escorted by a flight of three (3) other Ercoupes. For those who are not familiar with Father Tom's airplane, it is the 52nd one built and has all the original equipment including the original Ercoupe Tires.

Thursday, a meeting was held in Forum Tent No. 4 during which many subjects were discussed. John Wright acted as moderator. Fred Weick again discussed many subjects and answered questions from the floor. Leonard Page fielded many questions also and informed the group of the Arkansas Picnic to be held on his farm.

ARKANSAS PICNIC:

This copy of Okie Coupers is being printed on the back of the Region No. 7 flyer by Jana Ross announcing the Arkansas Picnic. This flyer has been sent to all EOC members in Region 7 and we ask each of you to distribute copies of it to all coupe owners or other interested parties in your area. We think we may have more Coupes in Arkansas than we had at the National. In addition to Region 7, the details of the Picnic have been printed in the Coupe Capers, and I am sending invitations to all EOC members in states within 500 miles of the Page farm. That includes, Ark., Okla., Tx., La., Tenn., Ala., Mo., Ill., Ind., Ga., Miss., Iowa, Neb., Ky., Fla., Colo., N.M., Ks.

Eric Anderson



Region 11

Dear Skip,

Sorry you were unable to attend the Poverty Flats Fly-In in August.

We got four Coupes together for a fly-by. Leading the group was Webster Fox in 26C, to the rear on the sides were Ken Ireland in 99643 and Dan Riley in 94815, bringing up the rear and below them was Charles Gordon in our 3728H.

Weather was good and there were several vintage aircraft to view.

The hanger dance topped off a good fly-in. Even though the fly-in was not Coupe Group sponsored, we were visible.

Sincerely,
H. Coval Conant

Arizona Coupe Group, Sept. 1981 Our group lost two fine individuals as the result of a departure accident, following the group's fly-in breakfast at Carefree, Arizona, September 19, 1981.

Jim Funk, Scottsdale, AZ 9/19/81

Jack Harkness, National President, EOC
Phoenix, AZ, 9/28/81

Both have received their own wings by the ultimate authority. Remember while you're flying your Ercoupes in the sky, both Jack & Jim will be watching over you.

R. Jewett
Phoenix, AZ

FRENCH COUPE

Dear Skip,

Please find enclosed my application for membership; as we have no international checks, I send you herewith cash.

Kindest regards
H. van Gemert
Residence Jeliotte, Route de Pau
Oloron-Ste. Marie F64400

FROM THE MAIL BOX

Dear Skip:

The date on my address label indicates it is about time to renew my subscription; so I'm enclosing a U.S. money order.

I thought Chuck's story "George, Mabel, and the Cat" in the August issue was hilarious! I'm always glad to read the maintenance tips and appreciate the trouble people have gone to to send them in. I have owned my Ercoupe for six years and have had no problems other than normal maintenance. Judging from the log books, previous owners haven't either.

Several months ago I was washing the airplane outside the hangar when a fellow came around the corner. "Oh!" he said, "I used to own that airplane, CF-EHY. Just to see how high she'd fly I took her up to 18,000 feet." Anyway, that's what he said!

If you don't publish any other part of this letter, would you please publish this paragraph. I appreciate receiving the North West Coupers' Newsletter sent out faithfully every month from Bob and Dolores Packett of Bremerton, Wa. Although I attended the Port Orchard fly-in in March and planned to attend the Bellingham fly-in as Bellingham is scarcely fifty miles away, I was unable to attend the latter. I was in Bellingham representing the B.C. Aviation Council at the Washington Pilots' Association conference, which was held the same day. I hope to attend future fly-ins.

Hugh Matheson
428 Northcliffe Crescent
Burnaby, B.C., V5A 1A1, Canada

Dear Skip,

I have been inactive with flying for many years but find the urge to participate in some sport flying is growing (this urge has come and gone for years) and now find I really want to.

My Ercoupe flying goes back to 1945 through 1950 in Pittsburgh, Pa. where I worked with West Penn Aviation at the old Bettis Airport. We sold very early production coupes and distributed the Motorola radio.

I have enclosed a few pictures of the past including some shots taken at the factory in College Park, Md. in early 1946. The picture of display airplane in Gimbel's Department Store is showing perhaps a plane we took delivery of in late 1945. The person with an "X" on his back is me.

I thought you might enjoy seeing these pictures and sharing them with your readers. Part of the sport of my intended flying would be owning an early coupe and bringing it back to super condition.

Awaiting your reply.

E.A. Murdoch
1722 Beacon, St., Cincinnati, OH 45230
513-232-8708

"Ed has bought a Coupe and is now enjoying flying it about"

Dear Skip,

Please find enclosed a check to cover my membership which is coming due.

I would like to mention how much I appreciated the Ercoupe Tent at Sun 'N Fun. My compliments to the owners of the brainstorm and time and effort. Incidentally, I see in the Capers you indicated I drove in from N.Y. State. In fact, I was a week-long Fly-In camper as I was last year. Ditto for Oshkosh.

I had bad news arriving back from Florida. Someone left a C-172 untied in high winds. It traveled about 500 ft. across the ramp and hit my Coupe high in the tail and with that leverage cork screwed the whole cone aft of the cockpit; not to say anything about the tail feathers. I guess Florida was my last flying for a while.

Stan Sessler

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

Beautiful 1948 415-E Ercoupe, 1052TT, xpndr., ELT, three radios, 2/w Omni. New paint, glass, batt., equipped for nite-flite. Panel is full. \$7800.00. Bill's Aero Service, Davies County Airport, Washington, Ind. Ph. 812-254-6222.

1967 Alon A-2 Aircoupe, 90 HP, full panel, spring gear, beacon, 565 hours TTAE, July annual. Price \$9,000.00, Dallas, Texas. Bill Price (214) 348-8440 days or (214) 369-5552 eve.

For Sale or Trade - 1 metal right wing without Aileron \$425.00. 1 complete set of tail surfaces without controls \$300.00. Will trade either for a 70 or 7148, original pitch, metal prop. for a C85-12F. H. Coval Conant, Cushman Corner, Weld, ME 04285. (207) 585-2365.

'69 Cessna 150, 1970 TT want to trade for Ercoupe. Larry Chastain, 18503 Austin, Jonestown, TX 78641 or (512) 267-2868 (No collect).

Exhaust valves Continental No. 629404 for C75, 85, 90 & 0-200, \$15.00 each + shipping; more compatible with 100LL fuel. Seat Belts (brown only), metal to metal, used airline refits, \$17.00 for two seats in an Ercoupe, shipped anywhere U.S. Continent. Bluish-Green tinted sunshade & rear windows. Send self addressed stamped envelope for my surplus list. Ask about any other parts. Burt Ellegaard, Valley Haven Park, No. 20, Shakopee, MN. 55379 (612) 941-3633 (days).

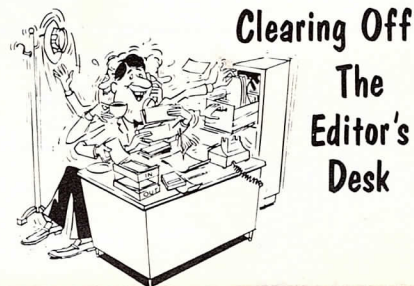
Narco MK8, good condition, with manuals and instructions \$300.00. Skip Carden, P.O. Box 15058, Durham, N.C. 27704 or (919) 471-9492.

1968 Alon Mooney, 1230 TT, Spring Steel Gear, Mark II, Excellent condition, fresh Annual. \$9,500.00. Charles Payne, 333 Peggy Dr., Salisbury, Md. 21801 (301) 546-5119, after 5:00 P.M.

WANTED

Information on installing skis on a 1947 415D Ercoupe. James W. Cotey, 34 Spring Street, Norwood, N.Y. 13668.

Skis & Rigging. Oscar Deutsch, 645 First St., Hartford, Wis. 53027 (414) 673-3126.



A MESSAGE FROM THE NEW PRESIDENT

Dear Skip,

It is with a heavy heart that ponder the days just past. While I thank you for keeping me informed about our friend and President, Jack Harkness, it could bring great sadness. However, as you know, Jack loved life and the enjoyment it brings. Most of all he thrilled at the freedom of flying.

Jack was a giving, lover of his sport and fellowman as witnessed by his last flight. He was happy sharing his joy and interest with all of us. It is because of men like him that our sport and club is what it is. While he will be sorely missed, Jack would expect us to carry on.

All of us are much richer for having known Jack. In the spirit which he gave we must advance the goals set by him. Perhaps on the next flight by our members they will pause a few moments with a thought of our lost friend.

Carl D. Hall

JACK HARKNESS MEMORIAL

The Arizona Coupe Group has asked that we assist them in a memorial project. As many of you know, Jack had his Coupe disassembled for re-build when he passed away. The Arizona Coupe Group wants to finish up the Coupe so that it can be sold and the money given to Jack's wife Shirley. They have already picked it up and will do all the work required to finish it up. The wings need recover and the engine must be overhauled in order to sell it. Of course, this takes money as well as labor and we are asking that those who would like to assist in this to send a donation of at least \$10.00 to *The Jack Harkness Memorial Fund* and mail all contributions to Club Headquarters. I will see that the Arizona Group receives the donations. Of course you may send more than \$10.00 if you like. In fact, as much as you can will be appreciated. A full list of donors will be printed in Coupe Capers as donations are received. Any monies left over will be given to Shirley Harkness when the project is completed. This is a good and fitting way to honor our President and Friend. Don't forget to make all checks payable to *The Jack Harkness Memorial Fund*, and mail them to The Ercoupe Owners' Club, P.O. Box 15058, Durham, N. C. 27704.

THANKS
SKIP

RETRACT COUPE

Most of you know about the testing and evaluation of the retractable Ercoupe, which was made in the late 50's. This was the only Coupe to tuck up its wheels and is reported to have a top speed of around 135 mph.

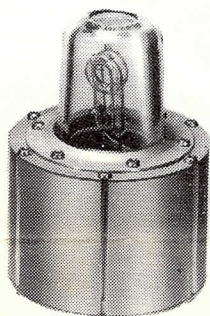
Frank Saletri located the STC for this modification and has told me that he intends to try to buy it and put it into production. Frank is the guy who wrote the newest book about the Coupe, "Ercoupe A Touch of Class."

If you are interested in this project then I would suggest that you contact Frank at the address listed in the Ad section of the newsletter. I am sure he would like to hear from you regarding your thoughts and ideas.

CLUB DIRECTORY

Since we published the Club Directory we have tried to send them to all new members. If for some reason you did not receive yours, please contact me giving your membership number and I will see that you receive one.

Beginning next month we will no longer be able to send this out for FREE to new members and at that time we will make them available for a modest fee to cover the mailing costs. With the new postal fees, we just can't afford to send out single copies for FREE. Also, anyone who wants extra copies, we have plenty, and they are \$1.00 each to cover postage and handling.



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CLUB COUPE

Connie Sullivan with AIU Insurance has been kind enough to donate to the Club the remains of several Ercoupes that his company had accumulated over the years, and what was left over when he built his Coupe. I plan to build up this Coupe and include in it many of the modifications and changes that we have discussed over the years.

Needless to say, I am looking forward to this project and the end result. As I will need many parts, I will be keeping you posted on our needs in the Capers. As you know, anything that you donate to the Club for this project is fully Tax Deductible. So, hang on to those parts. I may need them to get the Club Coupe in the air. At present, I need the following: a fuselage with center section (I have several pieces, but it would go faster if I could get one complete), one vertical fin and rudder, one engine mount, one bottom cowl. If you have any parts to donate or trade, send me a list. I can't wait to get started!

Skip

EOC OFFICERS

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Carl Hall, 20737 N. Dixie, Bowling Green, Oh. 43402 (419) 352-8010.

Secretary

Rita Wright, No. 4 Flossmoor, RR 6, Springfield, IL 62707 (217) 546-0585.

Treasurer

Skip Carden, P.O. Box 15058, Durham, N.C. 27704 (919) 477-2193/477-1832.

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Fran Heath, 710 S. Woodbine Dr., Sapulpa, Ok. 74066 (918) 224-0644.

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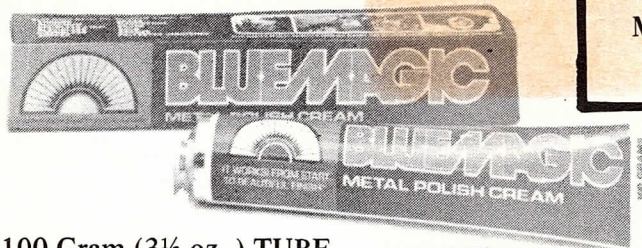
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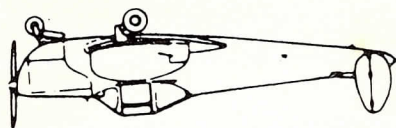
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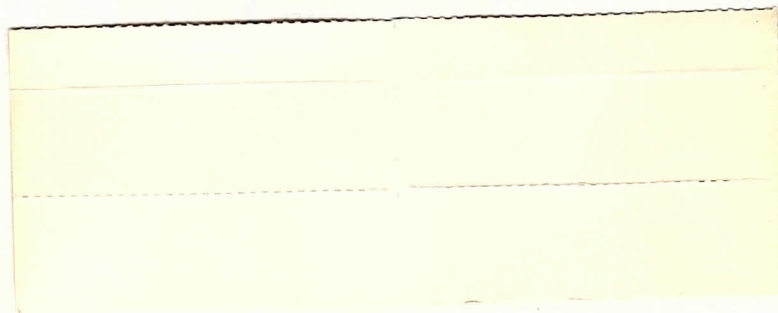
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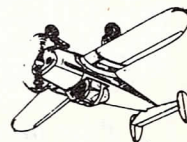


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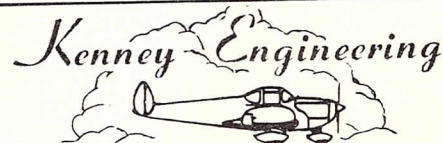
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