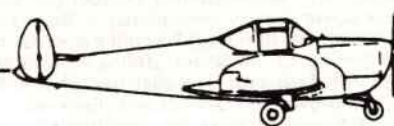


COUPE CAPERS

NEWSLETTER OF ERCOUCPE OWNERS CLUB

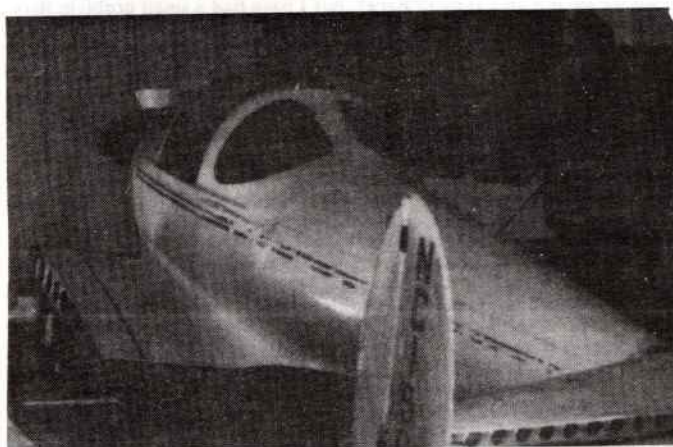


Volume 9, Number 10, March, 1981

Editor: Skip Carden

NUMERO UNO

I had the pleasure of accompanying President Don Stretch on a visit to the Silver Hills restoration facility to view Ercoupe No. 1 and help them get some ideas for restoration and display. We were very pleased to find the plane intact and in reasonably good shape. Don will assist with a copy of an original interior and I have volunteered the Club for the following items: 1 right turnplate gas tank with inside gas gauge; 2 700x4 tubes; 1 500x4 nose wheel and if anyone has or knows the whereabouts of any original ERCO tires, this would also be appreciated. They are well underway with the restoration and should have it on display soon. You will be notified when this takes place. It will be on view at the Silver Hills facility (recently re-named Paul N. Garber facility).



No.1 in restoration shop



Original Panel

HEAD IN THE CLOUDS

(continued from last month)



This memorable day was coming to an end and it was time to get back to reality. Suddenly I flew over a clean cut hole some 200 feet in diameter with the sun brilliantly spotlighting the city of Auckland below. I decided to spiral through it. The extinct volcano Rangitoto and the island studded Hauraki Gulf with its countless coloured yachts, came into sight and the radio station on Musick Point was clearly seen. The radio station had been named after Captain Musick, commander of the *Pan American Clipper II*; this four-engined Sikorsky flying-boat pioneered the route from America to New Zealand in 1937 but was tragically lost on its return flight in the Samoan area.

Passing over the harbour bridge to my base aerodrome just beyond, I called Whenuapai tower using my registration letters ZK-AQX.

"This is Alpha Quebec X-ray — how do you read?"

"Tower — Quebec X-ray — strength five."

"X-ray to Tower — clearance to join traffic pattern?"

"Tower to X-ray — Runway 22 — wind zero — cleared to land."

"X-ray to Tower — turning on final."

Easing back the power, then right back, a pause, she sighs, aeroplanes do, you know! Sensing you've touched but not too sure, the nose goes down and the front wheel makes contact, beautiful.

"X-ray to Tower — returning to hangar — thanks — good-night."

A quick look round, everything appeared O.K. It was now quite dark and I was soon on the motorway jostling with an increasing number of cars taking their occupants to entertainment and excitement in among the bright lights. Somehow this didn't belong to me. I had different things on my mind which very few could share, and I knew now what Amy Johnson meant when she once told me she experienced real happiness in the solitude of the clouds.

In the months and years ahead I gave countless people, young and old, their first experience of flying and sharing the joy of the panorama that unfolded before my eyes.

How could anyone forget the exhilaration of climbing into the silky air at dawn, to feel the first ripple of disturbed atmosphere as a new day awakens or to ride the invisible updraft off a long cliff face, to lose and find it again. One cannot fail to respond to the sense of freedom as the shadow is seen overtaking cars on a crowded motorway, to calmly dismiss it and turn away to climb towards distant clearly defined cumulus clouds and weave through towering corridors.

Availing myself of an annual leave, I visited the United States. I took the original Aeromatic propeller hub that had suffered broken blades in an early mishap, with the object of having it reconditioned at the Universal Aircraft Company, the manufacturers, at Denver.

Boarding a Greyhound bus I travelled the 80 miles from Denver to Fort Collins where the Forney aircraft division were building the Ercoupe under the new name of Fornaire. It was an interesting day that ended with a flight round the mountainous snow-covered district in one of their new products fitted with a 90 hp Continental engine, returning to the Sky Ranch aerodrome near Denver. Somehow the Forney company ran into difficulties after only 149 aircraft had been produced.

In the years between 1940 and 1950 the original Engineering and Research Corporation had manufactured no less than 5093 of these light planes. Air Products of Los Angeles were the next to take it over in a factory at Carlsbad, New Mexico some 800 miles away. However, they also ran into difficulties and only 27 came off the assembly line before it was taken over by yet another company under the name of Alon who started producing them as the Aircoupe. According to the aircraft dealers' service only 23 saw the light of day by 1965, to make a grand total of 5272 aircraft produced through its chequered career. The last heard of this venerable light aeroplane was when the Mooney Aircraft Company took it over to complete redesign and change its identity.

By arrangement I went to the Cessna Aircraft Company at Wichita in Kansas to see what quantity production of light aircraft was really like, and gained some idea of their popularity when I saw hundreds lined up at the airport.

The flight from Wichita took me to Chicago where much of the country is laid out in squares or grids running north and south making navigation easy for the light-plane pilot. Just fly so many squares west and so many south and you're bound to come to your destination, so I was told.

Flying to Philadelphia I visited a lawyer friend, Frank Kingston Smith, a real "weekend pilot" and author of a book by that name and many others. Through him I saw much of Pennsylvania from the air in a Cessna and a Comanche. A departure in a small aircraft from Philadelphia's busy airport can be quite an education. When waiting at the end of the runway and the control tower announces over the radio "Comanche number so and so, cleared for immediate take off" they mean

"immediate." When landing instructions are heard it is followed by "Clear active runway immediately — Boeing behind you." My goodness it's behind you all right, it's coming over the boundary.

Returning to Auckland after a very interesting airman's holiday I found the Aeromatic propeller had arrived, looking brand new. It certainly improved the take off and climb when it automatically went into fine pitch, and under cruise condition the speed was increased by moving into a coarse pitch. In a shallow dive it would go even coarser and so prevent over-revving. It was the only propeller of its type in the country and aroused considerable interest with its advantages. In fact this Ercoupe with radio, direction-finding loop and blind flying instruments was one of the best equipped light aeroplanes around.

On 1 February 1958 Her Majesty Queen Elizabeth, the Queen Mother, arrived in Auckland aboard a turbo-prop Britannia airliner commanded by Captain Flower of BOAC. The press featured a picture and article showing the Ercoupe tucked under the Britannia's wing, representing the largest and smallest aircraft to have flown the Tasman Sea at that date.

"Bill" Craig, a former captain of TEAL in 1942, now with BOAC, flew the Queen Mother on some of the sectors. His visit to Auckland was not complete until he had flown with me in the diminutive Ercoupe, jotting it down in his log book as one of his most enjoyable flights. It was an unexpected pleasure to renew my acquaintance with the mileage millionaire Captain O.P. Jones, CVO, OBE, FRGS and FRAeS. He first flew with the RFC and RAF from 1917 to 1919, then barnstorming and circus flying before joining Instone Airlines and Imperial Airways from 1924 to 1940 when BOAC was formed. He continued until his retirement in 1965 and was now visiting Auckland for the first time. Thirty-one years previously I had flown with him as a passenger to Paris and other places. Little did I think then that I would have the pleasure of flying him over Auckland in my own aeroplane.

Much publicity was given to these flights in an attempt to boost aero club and light-plane activity. When I arrived one day at an aerodrome accompanied by a uniformed air hostess, it was amusingly regarded as the last word!

During six and a half years I saw New Zealand in the way I wanted to. I knew the joy of flight and just about wore a groove in the sky over my home and around Auckland where a tight turn could guarantee the sight of waving tea-towels anytime. I flew the equivalent of over two and a half times round the world without a single misfire. But the day came in 1960 when we had to part through pressure of work and my increasing absence overseas.

It was a sad moment when the Ercoupe's new owner Bill Jamieson of Hamilton took off to disappear into the haze. I could at least take comfort from the fact that a once condemned historic aeroplane had been given a new lease on life. And in 1971, at 25 years of age, it was still going strong.

THE END

FROM THE MAIL BOX

Dear Skip:

Enclosed is a check for 1981 dues. I sure look forward to the Newsletter and read it first before going on to any other mail; usually bills!

Circumstance forced me to sell my coupe; 96952, Serial 125. I sure hope the new owner appreciates what a "cherry" he bought. He paid plenty for it, but it was worth even more to me and it was a sad day when I ferried it over to its new home. I do not know if I will ever again find one as nice; the previous owner had lavished care and expense on her and I followed suit. Every time I hear a plane go overhead, I look up hoping it will be it, but have not seen it and perhaps it is just as well. I was so attached to that coupe that I took better care of her than I do myself!

Went and got checked out in a 172 but it just isn't the same and I am sure you know what I mean. When I can, I will get another, but there is no way I will ever find a better one ever!

Best wishes to you and all members for 1981.

Ray Coovert
4125 S.E. 16th, Portland, Or. 97202

Skip,

Please renew my subscription to your fine newsletter. I own Ercoupe N3431H, No. 5056, a 1946, that I found at a small airport. It was sitting at the end of the field for 6 or 7 years and really neglected. In fact, when it started a mouse nest flew out the exhaust pipe like a cannon.

But now I've got the coupe completely rebuilt and it looks great. I owe many thanks to Coupe Capers for keeping my hopes up and to Skyport for their help.

Flying it this spring should be a real treat since I haven't flown in a coupe yet.

Thanks again,
Ken Juracka
1461 Via Del Mar, Schenectady, NY 12309

Dear Skip,

Glad to hear you'll be at Lakeland and of the events the Ercoupe Club will be having. Ray and I plan on being there on Wednesday or Thursday via the Coupe if weather cooperates. If not, we will drive. We are staying at Holiday S.

We've started a business this winter (Barbara Rhodes and I) doing cross stitch and pencil and pen drawings. It is strictly aviation oriented and we plan on having cards, paper, etc. of aircraft in the near future as well. Right now we are concentrating on a narrower field as a start. We are having a forum on Friday sometime. We haven't been given a time yet.

At present we have a graph made of 1 large and 2 small Ercoupes to be done in cross stitch we are selling for \$3.00. Also have a few beautiful pictures of my Ercoupe in pencil and pen and ink as displays. We have an excellent artist that will draw your Ercoupe from photographs.

What we'd like to know is if we can display and sell these items at the EOC booth? I'll be sending along an ad for the Coupe Capers in a few weeks for these items as well as to inform everyone to look for us at Lakeland and attend our forum in the women's tent.

See you at Lakeland.

Rose Kaess

Hi Skip,

Please excuse this type of paper, but I have had a small problem here in Phoenix. On the 20th of November, Shirley and I were visiting our daughter and her husband for a birthday get-together and got home about 11 p.m. to find our street lined with six fire trucks and our house gutted. Well, to make a long story short, we are now in an apartment, but we don't have everything at our fingertips. On Labor Day I had a little health problem and spent 12 days in the hospital with some convalescing time afterwards. Other than that, we have had a quiet time here in Phoenix.

I like your Computer Co-Pilot. I've used a computer while flying but never satisfied with the answers so this chart should really help.

As to the shower heads. You are right about being busy, but I have given the deluxe head to one of the engineers with a large school system, hoping that we can convert all the showers in the system. Now that we are enjoying apartment life I have considered making the approach to this group. As best as I can tell, they have over a thousand units here in the valley. I still would like to see what I can do when I can do it. I would appreciate a little more literature and my price list. This was lost by water and falling ceiling on my desk.

I haven't heard a thing from Don. I would still like some guidelines to be looking for the Western National. I wrote him sometime back with some thoughts that he had asked for, but that's all.

Skip, Shirley and I sure wish you and Carolyn the merriest of Christmas and a prosperous New Year. I will give you our new address for the next 3 months. Our mail will be forwarded, but right now it is so slow: 6530 W. Ocotillo Dr., Glendale, Az 85301 Apt. J-133. Our phone is still the same 602-939-8293.

Thanks
Shirley & Jack Harkness

Dear Skip,

After the article in the Torrance Daily Breeze about Ercoupe No. 1 being given to the Smithsonian, I noticed the reference to Serial No. 1 in the April 16th, 1946 issue of Look Magazine.

Through the services of the Torrance Library, I got a copy of the Ad. It was a poor copy and when trying to get a copy from the copy, it just didn't do too well. I wanted to send it to you, but am disappointed, but am sending it to you anyhow.

You can't tell, but there is Serial No. 1 flying near the Washington Monument. Now it is permanently housed not far away. Recently while in California visiting relative, I went to the airport. There sitting beside the gliders was a nice Coupe. I got the owner's name and phone number from the glider shack and called him up and told him about our great club! With his permission I sent his name and address and phone number to Wayne Olson our So. Calif. Director.

KCF
Bob Duprey

Dear Skip,

I believe that there was mention in a recent Coupe Capers about microton engine treatment.

Recently I received their advertising claims and would be interested to get comments from any Coupe users.

Since the single treatment costs \$75, other comments might help me make up my mind as to trying it or not.

Thank you.

Sincerely,
H. Coval Conant
Cushman Corner, Weld, Me. 04285

Hi Ya'll

Sorry to have been away so long. Have missed ya.

This is our 1980 newsletter giving you some of the highlights of our activities: Dale's mother spent most of February with us.

In March on a trip to Oroville, Calif. for Dad's 90th birthday I enjoyed seeing friends and relatives in Landers, Hesperia, Sunnysvale, Oroville, Santa Paula, Van Nuys and Lake Elsinore. Thank you all again for your wonderful hospitality.

April - I received a promotion and was transferred from Luke AFB to Gila Bend 55 miles from home and almost the hottest spot in the country, that is 112 to 117 degrees most of the summer.

13 June I drove to Tucson to visit cousins-Helen & Bill Guerin. Helen & I had the privilege of helping Ted DeGrazia, the artist, celebrate his 70th birthday on 14 June.

23 July I flew with Bruni Bradley in her Cessna 210 to Vail, Colorado. It was a beautiful flight. We saw the Painted Desert & Canyon De Chelly in Arizona, Shiprock in New Mexico, then we climbed to 14,500' skimming over mountain tops, lakes and valleys of those snow capped Rockies until landing at Eagle, CO. Spent 2 days with the 99's at our Convention in Vail. Toured mountain passes to Leadville and around Turquoise Lake and on our return rode thru rain, sleet, hail and snow before reaching Vail.

25 July we flew from Eagle over Vail and over more beautiful mountains including Pikes Peak landing at Colorado Springs. I rented a car and drove to the gold mine at Cripple Creek while Bruni was teaching flying for AOPA.

27 July Bruni & I took off from Colorado Springs and headed home - arriving here 5 hours later.

During grape season July-Aug our grapes produced quite well. Using the huge Thompson seedless grapes I canned jelly/jam and dried bunches into raisins. Most of them were at least 1" long! They were so delicious they didn't last long. The drier used for his was one of the projects Dale built.

Dale accomplished several things: 1-He built a solar oven and we've had several meals cooked by solar energy—no gas or electricity used. 2-He rigged up a solar water distiller that produces distilled water continuously. 3-He set up and put in a plastic drip system to water the 100 palm trees and grapes—saves many hours standing in the hot sun.

29 Aug. I retired only to find myself back to work after 6 weeks - only 2 days a week and only 3 miles from home with Marsh Aviation, a crop spraying and dusting outfit.

8 Sept. to Nov - I took a course on Income Tax Preparation. The classes and homework took almost all my time. I did get a garden planted and it has produced squash, beets, big radishes, carrots, sugar peas, purple beans, onions, garlic and chinese peas.

On 12 Sept. I flew the Aircoupe to Henderson, Nevada and spent the weekend around Las Vegas with Gary & Betty Lund of Page, Ariz. and Pearl Horn of Henderson, Nevada. 13 Sept. Pearl & I took the Lake Meade Boat tour to Hoover Dam & back. Enjoyed it very much - spray and all. It was quite windy. The next morning Pearl took me to Henderson Sky Harbor and we met the owner of Aircoupe 3022G that was parked next to mine which is 3023G. They watched me take off. Winds were gusting 30-40 knots.

Enroute the winds got stronger eating up my gas faster than I expected until I realized I would not have enough to reach Wickenburg. So I landed on Highway 93 before I ran out of gas, 18 miles north of Wickenburg. Mr. & Mrs. Woollard of Bridgeport, Calif. relayed messages for me to DPS in Wickenburg. DPS Officers Bauman & Pettit brought 5 gallons of gas, cleared the highway and I took off, landing at Wickenburg to refuel and report to FAA. Took off from Wickenburg and arrived home at 3:45 p.m. There was no wind when I landed at home! Dale and some friends were waiting for me. That was quite an exciting day. Moral of story: when windy plan extra fuel stop.

21 Sept. I flew the Ercoupe Group to Sedona for breakfast.

18 Oct. I flew the Aircoupe to the EAA Fly-In at Marana Airpark, Ariz.

As most everyone knows, Dale is my A&P Mechanic and the best.

Dale and I spent Thanksgiving at home - we had lots of food.

The summer heat stayed over 100 from May until the middle of October and we had very little rain. It has been beautiful since October. Low temperatures at night are running around 45-50 degrees - in day time in the 70's.

I'm even later this year than ever with Christmas cards. Several Christmas parties and the annual inspection on the Aircoupe caused the delay. Dale wanted me to work with him on preparing for the inspection so I would know what to do. It means taking out all the upholstered panels, cleaning the engine, compression check, oil change, etc. to get the new license. If cars were inspected as well, they'd last 30 years or more.

Now to wish you all a very Merry Christmas and a Happy and Prosperous New Year.

Love and Blessings
Aggie & Dale Liljegen

Dear Skip,

I have just finished a letter to Bill Jacobi about the coincidence I found while reading the January newsletter.

I think it is a little un-nerving to have two coupers going by the same

name of Rich Anderson, but, the coincidence went even further - Rich's registration number is N3968H while mine was NC3896H before being imported to Canada as CF-YEB.

I would appreciate any info on how to make the coupe seat more comfortable or on what it would take to put buckets in a 415-CD.

Looking forward to meeting fellow coupers at Bowling Green 81.

Rich Anderson
607 Rayburn Ave.
Sarnia, Ont. Canada N7T 7A5

Howdy Skip!

I reckon it's time to come up with a renewal of my membership, so enclosed you will find a check.

As this is a little bit more than my dues, you can put the balance in the Fred Weick Fund.

I have to tell you that I reallee enjoyed the fly-in we had at New Smyrna, Fla. It sure was good to get together with some of the best people on earth (Ercoupers are just that).

I don't have a whole lot to say, so I guess I will see you at Lakeland next month. Henry, Bill, Frances, Frances, Gary, Shirley, and Ralph are all planning on being at Lakeland at least Friday, Saturday and Sunday morning. Henry and I might make it on Thursday. As we are all working folks we cannot take too long off from work.

I love all of you
Ralph E. Johnson

Dear Skip,

I believe that there was mention in a recent Coupe Capers about Microlon engine treatment.

Recently I received their advertising claims and would be interested to get comments from any Coupe users.

Since a single treatment costs \$75 other comments might help me make up my mind as to trying it or not.

Thank you.

Sincerely,
H. Coval Conant
Cushman Corner
Weld, Me 04285

AREA NEWS

DAYTONA FLY-IN

Well, here it is; the report on the fabulous Florida Fly-In.

As you know, our Chief Honcho, founder and Executive Director, Skip Carden flew in from Durham in his Cherocoupe (in 4½ hours). Fred and Dorothy Weick also graciously attended the first day and Dorothy, with assist from Fred, regaled us with a descriptive and interesting narrative of their recent five-continent tour. Very interesting and enjoyable.

We had a total of 19 airplanes the first day, 8 remained over night, 5 returned the following day along with 7 new arrivals.

We had a total of 26 aircraft and 75 people present. There were 20 Coupes (Ercoupes, Forneys, Alons and Cadets), 2 Sherocoupes, 1 Luscombe, 2 Cessnas and 1 Stinson.

We had 16 for supper on Saturday night and 24 for lunch on Sunday at the famous Skyline Restaurant, which is located on the airport at New Smyrna Beach.

Bill Morrison flew his new airplane up from Brandon, Florida. He is our Regional Director for region 10.

Enclosed is a list which lists most of the aircraft and many of those who attended. Not all are included because I just was not able to keep track of all the arrivals. Some flew in, some drove in, some motor-cycled in and some walked.

Dave Willman, one of the Southeast's finest aircraft mechanics, answered questions throughout the week-end. His home base is New Smyrna Beach Aviation.

The first arrival was Skip Carden, followed by me (Friday afternoon). The first arrival on Saturday was Marvin and Claudia Hammock who flew 8 miles from Spruce Creek. The last aircraft to arrive was John Newman from Green Cove Springs.

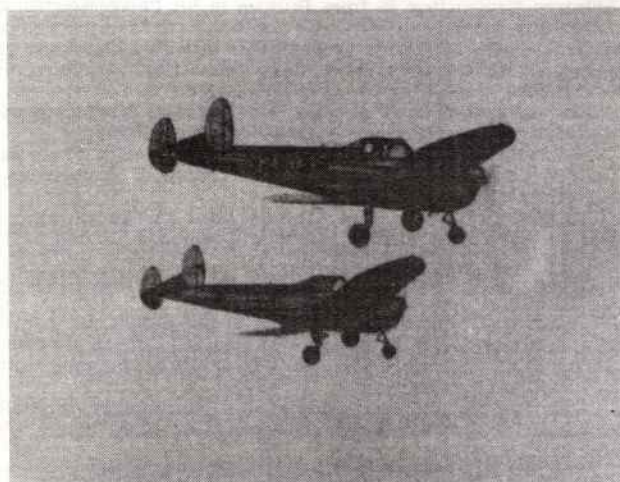
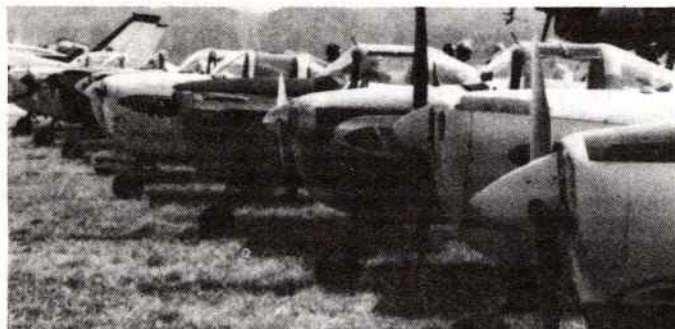
We are planning another fly-in about 4 - 6 weeks after Sun 'N Fun. This one will be at River Ranch Acres, near Winter Haven, Fl. It is an outstanding western resort with an excellent uncontrolled airport (has unicom) with a 5,000 foot paved strip. This should be one of our finest fly-ins.

Skip, thanks for coming and for your many courtesies while you were here.

Sincerely,
Joe B. McCawley

Skip Carden, Durham, N.C.; Joe B. McCawley, Orlando; Marvin & Claudia Hammock, Spruce Creek; Bob Sizemore & George Humberger, Bunnell; Larry Blauvelt, Daytona Beach; Jerry Rightmire & Sam Wimberley, Palatka; Tom Taylor, New Smyrna Beach; Fred & Dorothy Weick; George Weick (Fred's Brother), Vero Beach; Dave Willman, Daytona Beach; Day Coy, Ocala; John Kremer, New Smyrna Beach; Coley & Charlene Langenbach, Tampa; Arnold & Joy Lastinger; Bill Morrison,

Brandon; Al Jarvis, Hastings; Charles Wentworth, Melbourne; Perry Lovell, Ocala; Joe Sullivan, Merritt Island; Benjamin Bruce Griffiths & James Edward Griffiths; Roger & Calbey Schmidt, Vero Beach; Sam Silva & Ed Selmon, St. Pete; Tom Jurley, St. Pete; Dave Dillen Koffer, St. Pete; Henry & Frances Newmon, W. Palm Beach; Paula Harrison, Ocala; Jim & Bill McManus, Mount Dora; William & Gary Crusenberry, Lantana; Ralph Johnson, W. Palm Beach; Paul Lewis, Merritt Island; John Newman, Green Cove Springs; Bob Paschal, Orlando; Frank & Phyllis Rake, Orlando; Marvin Saurlier, Ocala; Richard D. Smith, St. Pete; Phil Tedrick, Ocala; Al Goranson, St. Pete; Sam Dasilva, Pinella's Park.



REGION 1

Dear Northwest Coupers,

Such a nice flying weekend we had in January! Our group had been invited by Dick and Mary Roscoe for chowder lunch at Newport Jan. 24 & 25. Saturday the 24th the valley was flyable but the coast mountain range looked pretty cloudy -- so we went to Albany for lunch and were soon joined by Leppins and Damewoods. We enjoyed a nice long chat with them, shared some info on the wing leveler, and sympathized with Art Leppin over his apparent mag trouble. As we were leaving Albany around 1:30, Dan Smart and Jo Johnson flew in, having just returned from the coast. They had failed to locate the Roscoes due to some confusion in directions by the locals. We were glad to see Dan and Jo again even though they've sold their Coupe and hope they'll remain

active. Shortly after we landed back at home Dean and Doris Monson flew in and we made plans to make another attempt at the coast chowder gathering the next day. Later in the day when we called Roscoes they said that Clarence and Bobbie Paul had driven up Friday night and stayed over. Hal and Helen Looper had driven over, and Reli Sutton had flown in -- so they had good company during the day and hoped Sunday the mountains would clear enough for more of the same. Sunday did dawn sunny and clear, so we took off about 10:00 a.m. from Dietz and Monsons left a short time later from Oregon City. When we arrived at Newport the Pauls were preparing to start for home but we did get to chat awhile. In addition to the Monsons, we also shared chowder with Jim and Reli Sutton, Dave Palmquist and a friend from Vancouver, Steve Warden and his daughter from Yachats, and Gordon and MaryLou Shortreed from Prineville. We were sorry more of our local Ercoupers couldn't join us to enjoy Mary's delicious lunch and the marvelous view of the ocean -- it was a beautiful flight and a most pleasant way to spend a day. We certainly want to thank Dick and Mary for offering their hospitality and sharing their weekend retreat.

FOR SALE: Blue A-2 Alon N6523Q, \$10,500, Malcolm Gibson (503) 747-1180. Damaged Ercoupe, Steve Warden (503) 547-3671.

WANTED: Ercoupe in flyaway condition. Murray Naidich (213) 851-6331. (Calif.)

Washington Wing Fly-in Schedule: Feb. 21-Port Townsend-Jefferson Co. Airport Rest. Mar. 21-Port Orchard Airport Rest. - Apr. 18-Pulalup-Thun Field-Hangar Inn Rest.

Meanwhile, our next gathering will be on Sat. Feb. 21 at Noon at Sweptwing Rest. at Albany. Hope the sun shines on us all!

Roy & Eileen Wright

Skip,

Please make a change in the list of State Wing Leaders to show my name instead of Daryle Lessard, since Daryle quit some months ago.

Thanks,
Bob

Dear Skip,

After over two years' labor and lots of new parts, N99997 is back in the air! It was one sad coupe when I first saw it in Goldendale, Washington. She'd been "arrested" by a barbed wire fence on short final. The prop, nose gear, motor mount, nose bowl, cowl skins and lower engine accessories were all damaged. Besides the poor condition of the paint and windows, the interior was a shambles. A bus type seat was installed and the instrument panel had lots of old, old gear installed. The only plus was an 8 hour SMOH C-85 and the tapered shaft was straight. A deal was struck with the owner and we headed home Coupe owners. I had never flown a coupe, though. Just liked the looks of it. Since that time I've gotten involved with the Washington Coupers and am now the Washington Wing Leader.

Our regular monthly meetings are held at various airport cafes around western Washington. I've also been in contact with J.L. Hamm of Walla, Walla, in an effort to get the eastern Washington Coupers together on a regular basis. For you who don't know, Washington State is divided by the Cascade Mountain Range, which makes travel to the other side difficult sometimes (impossible at other times).

Washington State and British Columbia about 50 coupers. If anyone isn't getting my newsletter and would like to, please contact me at (206) 377-6217 or write 4837 Sandra Lane, N.E., Bremerton, WA. 98310.

Sincerely,
Bob & Dolores Packett

Region 2

Dear Skip:

Region 2 held its monthly meeting at the Apple Valley Airport in Apple Valley, Calif. on Jan. 1st, 1981 to confirm its 1981 itinerary. We had a good turnout even though the weather wasn't too good. Those that turned out were as follows: Bob Elliott, N99146; Cecil Muchmore, N99853; Bill Jacobi, N2865H; Jack Proud, N3152H; Tom Reek, N76048, in his Cessna; Rick Moore, N94373; Gary Dallugge & Chris Azus, N3040G; Joe Brooks & Joe Figueras, N2074H; Jack Owens, N3577H; Jim & Marge Dural, 6511Q, all the way from Phoenix, Az., God bless them; Larry & Joe Kruljac, 5452F; Bob Busby, N99013; Charles Taylor, N3718H; Ben Snyder, N84112, also Cessna; Robert Duprey, who lost his beautiful Coupe last year, and last, but not least, Wayne Olson, N2081H. We all had a good breakfast and some had lunch before we started coming up with ideas for 1981. The following are tentative dates: Feb. 1st, Rialto, Calif.; March 1st, Flabob, Calif.; April 5th, Catalina, Calif.; May 2nd & 3rd, Solvang, Calif., overnighter; June 7th, Harris Ranch, Calif.; July 5th, Oceano, Calif.; Aug. 2nd, Lake Havasu, Calif.; Sept. 6th, Hesperia, Calif. My place, B-B-Q; Oct. 4th, Compton, Calif., B-B-Q; Nov. 1st, Tehachapi, Calif.; Dec. 5th-6th, Bullhead City, overnighter; Jan. 3rd, 1982, Apple Valley to set up for 1982.

Well, there it is all set up and ready for another good year we all hope.



the ceiling. I asked if this was a new procedure in restoration, he delayed for a minute, his response and then with a chuckle, he said that he has a bad back and has difficulty entering and exiting the airplane. I know in his mind he was considering an answer with a high degree of levity as to a new procedure in doing restorations of Ercoupes.

The aircraft has flown and the first student through the Explore Post Training Program has soloed.

Enclosed is the photo and a stat sheet supplied by Bradens.

Respectfully yours,
Donald Stretch

HINT 'N TIPS

Dear Skip,

1980 was a good year for me and my Ercoupe N2585H. I entered my coupe in various air shows all over California and a couple in Arizona. My coupe won 8 trophies during the year, including best coupe at Watsonville. Before flying to Tahlequah in 79, I installed a remote oil cooler on my coupe. My coupe has a C-8512F engine. It always ran hot, even with all new baffel seals. Red Ward, from Goodyear, Az. was nice enough to make me an adapter plate for my engine to connect oil hoses to. I then installed a Stewart-Warner oil cooler on the inside of my nose cowl and then connected the oil liner from the engine adapter to it. The oil enters through a round hole in the nose cowl. Now the oil temp in my coupe never goes over 180 or 190 even when the O.H.T. is 115 degrees +. My I.A. tried to enter this cooler to my Coupe's logs with a 337, but was refused. He then got an FAA engineering inspector from L.A. to check out my Coupe's oil cooler. All types of test equipment was connected to my coupe inside and out. There were wires and probes all over my engine and a couple on the airframe. The FAA man and myself then went for a ride in my coupe, that took almost an hour. He read the instruments and made recordings as I put my coupe through his commands, which consisted of full speed straight and level near sea level, stalls, a climb from near sea level to 8,000' MSL at best rate of climb, which he calculated to be 71 MPH, various maneuvers at full power and power off settings, testing for CO2 in the cabin, checked the tach calibration plus checking other instruments. As we headed back to the airport, he told me that my Coupe had passed the FAA test and that without the cooler my coupe *would not* have passed the test and that *most* other coupes could not pass the test either. I now have an S.T.C. for my coupe's oil cooler installation and also, may I add, all tests were made with my coupe at gross weight (1400 lbs.).

Last summer I converted my coupe to a "D" model. I also rebushed the control column top and bottom, and I installed a new fuselage fuel tank. When I removed the top fuel tank, I could see where the starter pull cable had been vibrating against the top of the tank. It could wear a hole in the tank. An easy remedy would be to run spiral wrap on the pull cable through the hold in the fire wall.

Also, the lower control column *bushing* is subject to a lot of stress and wear and is *hard* to oil. I drilled a 1/8" hole through the outer control column tube about 2" above the floor boards. (Put grease on the drill bit to hold the metal shavings). I found that motorcycle chain oil in an aerosol can with an extension tip worked good. Goes in thin and then thickens. The oil runs down into the bottom bushing and helps it to turn easier and last longer.

Keep the Coupes Flying

Walt Bacon

562 N. 8th St., Grover City, CA. 93433

Anyone interested in oil cooler should contact Walt. Sounds like he found the Fix.

Skip

Dear Skip,

Discovered a wonderful pair of sunglasses which will go over a regular pair of eyeglasses, or can be used alone. Also, the lenses flip up easily if you want to get the sunglasses quickly out of the way. I've found them a real blessing for flying the "Coupe." Very reasonably priced too. Aviator Model No. 8861P. \$7.50 pp (Foster Grant "Aqua Mates"). Two colors: Black frame-gray lenses and Brown frame, tan

lenses. Write L.L. Bean, Inc., Freeport, Me. 04033. Page 98 of catalogue.

Allan J. Gelbin

Dear Skip,

I noticed that some Ercoupe owners are having trouble getting new batteries. I own a 1966 Alon Aircoupe and needed a new one. I got one that's a *perfect fit*. It's a Gill No. PS6-9 12 Volt.

I bought mine at Logan Airport in Boston. Enclosed is an ad from Trade-A-Plane that sells the same thing. Hope this helps anyone who has trouble locating the right size. IMI Corporation, 12410 S.E. 32nd St., P.O. Box C-96005, Bellevue, WA 98009. Telephone (206) 643-4220.

ENGINES, OIL & ANALYSIS

Your aircraft engine is a machine trying to tear itself apart. Thousands of times each minute many parts, some of them, iron or steel, are subjected to acceleration and deceleration with dizzying changes of direction. Surfaces rub and strike each other, while hot gases cook the pistons and valves. In the fact of this under cowl chaos, the engine must meet the basic requirements of reliability, and hopefully reach or exceed TBO in good condition.

Oil, and little more, saves this monster from tearing itself apart. Oil, a lubricant, a cooler, a cleaner and a cushion between metal parts. The affinity of il for metal helps the engine operate with minimum of metal-to-metal contact. Under ideal conditions every moving part is covered with an oil film. In actual practice, however, there is metal -to-metal contact and there is wear. Another source of wear is abrasives carried in the oil. Airbone dirt or solid products of combustion are examples.

There are essentially two types of reciprocating oils available, straight mineral and ashless dispersant. Straight mineral oils are products of petroleum without special purpose additives. Ashless-dispersant types are a blend of mineral oils and non-petroleum additives added to perform specific tasks.

Straight mineral oils leave deposits and because of deposits, ashless-dispersant oils are compounded. "Ashless" means the anti-sludge additive will not leave deposits in the combustion chambers. "Dispersant" means that impurities entering the system will be held in suspension. These impurities will leave the engine at oil change.

Analysis of used engine oils is becoming a day to day preventative maintenance tool. Developed by the railroads, picked up by the military, today is one of the finest maintenance and troubleshooting tools available for oil-wetted mechanical systems.

Your engine begins to wear out the moment it is started. Oil analysis will indicate unusual wear patterns and often detect beginning failures before they cause excessive damage or costly repairs. These incipient, or beginning failures, cause an abnormally high wear metal content in the oil. The problem may be obvious or it may fall into a group of suspect areas. Some typical failures that can often be detected are; crankshaft scoring, cylinder scoring, rod bearings, pistons, rings, valve guides and external contamination in the form of dirt or sand.

Analysis provides that a sample be taken about 25 to 50 hours after an oil change. This sample will establish a base and thereafter wear metal levels will be compared to this base. Samples taken on a routine basis are analyzed. Any increase in one or more metals may indicate unusual wear taking place.

Permanent analysis sheets are furnished for each engine with results and comments concerning status of the engine. In the event an analysis appears out of line and it is the opinion of the laboratory that it would be dangerous to fly the aircraft, the owner is notified immediately by telephone.

The secret of low-cost, high-time engines is to make minor repairs when indicated by oil analysis and before ugly sounds tell you the engine is in need of serious, costly repair.

Howard Fenton
ENGINE OIL ANALYSIS
Tulsa, Oklahoma

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

Sensensich Metal Prop, 69x48 in like new condition has only 40 hrs. since it was reconditioned by sensensich. Too small for my 90 hp engine. \$250.00 shipped prepaid. Bob Conlon, Rt. 2, Buchanan, Va. 24066.

Would like to invite all owners to any of our outings as we always have a good time.

It also helps provide parts information when many people get together. Helps keep the cost of new parts at a better price, as many parts are as good as the new ones you get today, and in some ways far better. Can't beat the old way of building, at least they will fit.

Read Bill Jacobi's beautiful story about Mexico and I am sure that next time they go it will look like an Ercoupe Air Force. Nice job, Bill.

Several couples asked where all the San Fernando coupe people were, and all I could say was that they couldn't get out of their pasture.

Well, Skip, enough for now or until the next letter,

Your Regional Director
Wayne Olson

Dear Skip,

A short note to let you know how our Feb. monthly get together was. Had ten planes show up for this meeting. As of this year we are meeting on the first Sunday of every month instead of on Saturdays. This gives those people who work on Sat. a chance to make some of our meetings. Not too much to discuss this time except that on Sunday, March 15th Cecil Muchmore and Jim Pryor are giving a B-B-Q at their Compton Airport hanger. Everything FREE but cook your own hamburger the way you like it. Hot and cold drinks.

Looks like we finally got the boys over at Compton to see the light. Ha Ha.

John Coe finally has his new coupe finished and so does Jim Pryor. Boy, what a pair of beauties.

Got to see my old buddy, Chuck Ferris this time and was so glad to see him fly his 16H over.

Those that showed up are as follows: 2865H, Bill Jacobi & Wife; 3577H, Jack Owens and Nevada Monday; 3116H, Chuck Ferris & friend; 2074H, Joe Brooks & Wife; 99853, Cecil Muchmore & friend; 3139H, Jim Pryor & friend; 18001, Jim Buote & Wife in Cessna; 5452F, Joe & Larry Kruljac; 3182H, John Coe & friend; 2081H, Wayne Olson & Chris Monday.

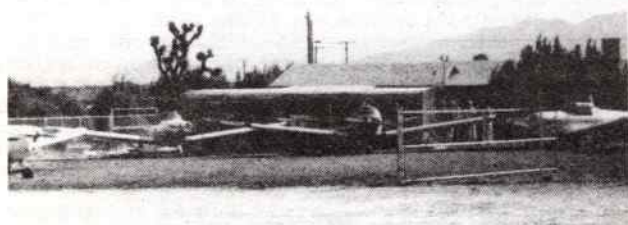
A couple of others showed up later I found out, but we had all left by 1:30 p.m. as the wind took a 90 degree turn and made it hard for take offs and landings. As a matter of fact, we all saw a good old Stearman ground loop and take a wing. Too bad they weren't flying a coupe.

Next month we are going over to Fla Bob Airport in Riverside. Should be a good turnout for this one like last year.

Jack Owens just bought another Ercoupe. Yes, the one that Dave Kenney had. Looks like Jack is starting a stable of his own and will do another fine job on this one.

Well, enough for this month.

Your Director
Wayne Olson
K.C.F.



AREA 2

An Ercoupe in the back yard may be every Ercouper's dream, but seven? At a recent fly-in to Hesperia, CA, four or five brave pilots battled the winds of the desert to visit Wayne Olson's home for a bar-be-que. As Ercoupes landed on the runway (foreground) Wayne opened the thirty-one foot gate to his back yard, and the drivers taxi'd in. Wayne normally has two or three coupes in his yard anyway.

REGION 7

Hi you all -

Spring must be close, the grass is green and the runway muddy.

Had a call from John Parker of Jonesboro. He is doing a major on his engine and said the fly-in there would be first part of May.

Lisa Phillips from Dumas called to see when the next get together will be. They are new to Arkansas. Just moved here recently.

Leonard Wilhelm of Ft. Smith has his rebuild about ready to fly.

Ed & Larry Edwards of Ft. Smith bought a coupe and I am building a set of wings for it. Should be ready to fly in about a month. They are dealing for another coupe, so will have Twins.

Dean Brown of Memphis called to say he has the rudder kit installed and flying good. Said he would come to see me first nice week-end. We will no doubt do something silly.

John Gaither of Shreveport, La. is about to get his license so he can keep the air moving down south. Last I heard from Fred Shannon of

Dallas, he is about to get Snoopy back together from the dive he took at Mineola last fall.

Archie Brixey of Dallas is well and kicking, but needs a usable or rebuildable nose gear for his new rebuild project.

Eddie Hearn of Mineola, Tx. called. Said he would be up this week-end. He is already working on our Region 7 fly-in at Mineola in May.

George Gallaspy called last night. Said he would be up this week-end. Has a few touch up items to do on his new rebuild before it goes to paint shop.

He traded his old coupe in on one of those other kind. Said he wouldn't fly it anywhere where they knew him. George is the Okla. City Flash.

Cliff Sims had 93975 out for a little spin last week. Said he had trouble getting it back on the ground, thought it was wanting to go to a fly-in.

I have lost the address for the member at Mt. View-please write.

Had a nice card from Les Ledbetter of Topeka, Ks. He has been to Texas in the coupe since we last saw him.

Bill Goodson of Havana has the convertible in his new hanger and is about ready to Solo.

Laura & I plan to go to Colo. before long to visit the John Buddes' and Bob Schlabaugh's. Will try to see Jack Heiss of Pueblo. Seems, Jack has cracks in his belly, but nothing to be alarmed about as most coupers have that problem. Will visit our 3 sons in Pueblo. The convertible coupe I flew for so long came from Pueblo, after spending many years as a club plane in Grand Junction, Co.

Leonard & Laura Page
Rt. 1, 4151 Wasp
Belleville, Ark. 72824
501-495-2647

Region 11 and from THE PRESIDENT'S CORNER

Region 11 is doing well. I have received a lot of correspondence in reference to aircraft rebuilding. I know at this time of year weather is a controlling factor in having any real flying communication in our area, but spring is soon approaching and I know many of the restorations will be completed. Locally in Northeast Pennsylvania, I know of personally, 5 Ercoupes that are currently being rebuilt.

It seems to be locally, a large demand for fabric wings, if anyone has fabric wings for sale, please contact me.

Late in the fall I made a trip to the Smithsonian Institute to the Silver Hill facility, where I was able to observe the No. 1 Ercoupe hanging from the ceiling in the No. 4 Building. Housed in the same building, was the B29 that dropped the bomb, quite a strange feeling observing two aircrafts with such extremely different personalities and different purposes in life. It is obvious that the No. 1 Ercoupe requires considerable restoration, hopefully an attempt will be made in the near future to restore it.

Fun 'n Sun is now upon us and I know that some of us will be considering flying, I am not sure whether I will be taking the Ercoupe or not. If anyone is considering heading South, please contact me for route information and possibly a group fly.

I will be staying at the Tiger Villa Inn in Lakeland. If anyone is interested in accommodations when they get to Florida, contact me.

I received a letter from Carl Hall, in which he advised me that preliminary plans are going well for the next National Fly-In at Bowling Green, Ohio. I have also been in contact with our Vice President, Jack Harkness, from the West Coast group, he is doing well and is very optimistic about 1981. He feels that the EOC will have a growing year. Obviously, we all know that the boys in the West Coast are an aggressive bunch and will continue to show their full support for all the events up and coming in 1981.

In the past half year, many constructive comments were personally expressed to me concerning our last National Fly-In. I would say that 80% of these comments were of a positive nature, which is most encouraging. There was one particular impression that was strongly asserted by everyone, that the Regional concept that has been established is working with a high degree of efficiency in helping people that are just acquiring Ercoupes and as to what to look for, giving support to fellow Ercoupers when problems do arise.

As a special side note, there was a project that was sponsored by the Braden Flying Service of Eastern Pennsylvania. This project was a restoration of one Ercoupe that was donated to the Explore Post No. 272, by Forrest Hiller and Tom Romky. All materials for the paint and labor was greatly discounted and painted by Tom Green of Turner Field. This is the same gentleman that painted 24 AP. Much help was given by Bob German of Skyport, by supplying information and parts for the project. The aircraft was modified to a 0200, the engine was supplied by Penn Yan Aero of Penn Yan, N.Y. They also gave a very good price on the engine. Airtex supplied an interior at a very good price also. This project took about 3 1/2 years. A major thanks must be given to Morgan Brown, he was the AI that did a considerable amount of the work.

One unique situation occurred during the restoration that impressed me, was that every time I visited to see how the project was going, I found that the Ercoupe was hanging from the ceiling upside down. This baffled me, due to the fact that the restoration was seemingly advancing.

Toward the middle of the restoration, during one of my visits, I observed Morgan Brown working on the aircraft as it was, hanging from

1946 415-C Ercoupe, 85 hp, ELT, transponder, separate VOR and Nav-Com, current annual, 850 SMOH, excellent condition. \$4950/B.O. Vindar Aviation, Novato, Ca. 415-897-7101.

1968 Alon manufactured by Mooney Aircraft Corp., A-2A, Ser. No. B-274, N5474F. One of the very last twin tails made, spring steel gear, 3rd seat, perfect orig. interior, rudder pedals, no damage history, new imron, 1800 TTAE, 100 SCMOHw/100 Oct valves, 4-probe EGT & CHT, Narco Mk 12-A 360 Ch w/VOA4, tip strobes, canopy cover, sunshade, hangared, Ivan Looker, 300 Sheridan, Watseka, Ill. 60970, ph. 815/432-2409 - \$10,500 1978 Reserve Grand Champion.

Rare Find! 1967 Alon Aircoupe-550 TT, 90 HP, full panel, new Narco 120 Com, 121 Nav, AT150 Expond, spring gear w/Cessna wheel pants, Beacon, all lights, EGT, CHT, original paint and interior good. \$12,500. Bill Price, Dallas, Texas, 214-348-8440 days/214-369-5552 evenings.

1966 Alon A2 Aircoupe (6503Z). Total time 1500 hours, annual due in April. Full panel with a KX 150B radio, and strobe. Fairly new gel-cell battery and mike. No major damage or repairs, always hangered. This plane is in very good shape, please make offer to flying club - - Kangaroo Flight Club c/o Don Bonser, 200 S. 9th Street, Keokuk, Iowa 52632, phone 319-524-8870.

I've just been advised by my wife, Lynn that I'm going to need a four place Ercoupe by October of this year rather than my three place club air so I have decided to sell my red nose bird. I tried once before to sell it, but when the time came and people were offering me money for it, I felt so bad about parting with it that I decided to keep it. I don't have much of a chance to use it even though the weather in Texas is perfect flying weather. My bird appears to be a little rare in that it's a 1949 Club-Air (2 1/2 place) and I haven't seen or heard of any others. I have the original owners manual and all the logs from the original test flight to present. I'm not very good at writing ad's but here is the information that I would like you to put in Coupe Capers for me.

1949 415G Club-Air, No. 5018, 495 hours on a factory C-90-12-F engine, 1810 T.T.A.E., January annual, Genave 200, Electric remote compass, bubble windshield, new rear glass, ELT, New interior, new yokes, stainless steel tanks, metal wings, entire plane is polished with red nose. \$7500.00. Frank Hart, 3208 Churchill, Pearland, Texas 77581, phone 713-485-7779.

Here is a listing of parts I have for sale: main gear complete, legs, brakes, wheels (Cleveland). Fuel tanks, nose and both wings. Nose wheel, used with single fork. Muffs right and left, with stacks, these only have 2 hrs. on them. Carb. C-75, with manifold. Starter C-75. Battery box. Venturi. Box of misc. parts, instruments which includes turns & bank, compass, 2 or 3 artificial horizons (may be runouts). Univair service manual. I would like to get \$500.00 for the package. I haven't seen a trade-a-plane in years, so I don't know what the going price is on used parts. Michael L. Gregor, 907 Lincoln St., Hobart, Ind. 46342, phone 219-942-9386.



1968 Alon A2A 600 SMON. Exceptional interior & paint, wheel pants, spinner & speed prop. Fresh annual. This plane is in perfect condition thruout. N5483F indicates a rare one and is the eighth from last made by Mooney before the double tail was changed to single tail. \$11,500. Garland A. Morrison, 3696 Moorland Dr., Marion, IN 46952, 317-664-3396.

1946 415-C Ercoupe, 85 hp, ELT, transponder, separate VOR and Nav-com, current annual, 850 SMOH, excellent condition. \$4950.00/B.O. Vindar Aviation, Novato, CA. 415-897-7101. Clair Swann.

FOR SALE

1966 Aircoupe Alon A-122 Only 1126 TT AF & E. Good condition. Orig. Uph. Full Panel w/Gyro, Directional & Magnetic Compasses. E.G.T., Artificial Horizon, 2 Min turn coord., 8 day clock, MK-12A Nav-Com. Strobe light, Rotating Beacon. New nose tire. Very good main tires. Very good engine. Gene Dagel, 512-379-3481, evenings 379-6868.

McCauley Prop 71-48 in excellent condition \$325.00. MK-8 Radio with cable working good \$325.00. Also a good Carb heat box with filter for \$25.00. A left and right side cowl for \$10.00 each (cam lock). A big prop spinner for \$15.00. 2 master brake cylinders at \$10.00 each. Elector nose gear wheel support with axle & nut, it's the one for two bearing 500x5 wheel at \$40.00. All parts are used but in good shape. Call or write Gary D. Whitlow, 6425 Franciscan N.E., Albuquerque, N.M. 87107, 1-505-344-9460 (No collect, Please)

PARTS FOR SALE: Main gear complete, legs, brakes, wheels (Cleveland). Fuel tanks, nose and both wings; nose wheel, used with single fork; muffs right and left, with stacks, these only have 2 hrs. on them; Carb C-75, with manifold; Starter C-75; Battery Box; Venturi; Box of misc. parts, instruments which includes turn and bank, compass, 2 or 3 artificial horizons (may be runouts); Univair service manual. I would like to get \$500.00 for the package. Contact Michael L. Gregor, 907 Lincoln Street, Hobart, IN 46342 (219) 942-9386.

Ercoupe cross stitch graph, 3 views 3/4, side, front \$3.00; Ercoupe sketches 8x10, prisma, pencil rendering \$20.00. Send pictures of your Ercoupe with N-No.). Also available, pencil sketch prices, on request. See our display in E.O.C. tent at Sun & Fun, Thursday to Sunday. Airshows & Rainbows, Aviation Art & Designs, P.O. Box 10723, Southport, N.C. 28461.

WANTED

I would like a Hamilton Vertical Card compass or full face directional compass that will fit in an Ercoupe or Alon Aircoupe (used). Frank Kretchmar, Box 205, W. Brookfield, Mass. 01585 (617) 867-9409.

Tail Cone for 1946 415-C Ercoupe. Also engine mount and front wheel strut (double fork) and bottom cowling section. William J. Price, Hwy. 638, Rt. 1, Onaway, MI 49765 (517) 733-8989.

AIRSHOWS & RAINBOWS

Aviation Art & Designs

P.O. Box 10723 Southport, NC 28461

*Ercoupe cross stitch graph
3 views - 3/4, side, front \$ 3.00
*Ercoupe sketches - 8 x 10
prisma, pencil rendering \$20.00

(Send pictures of your Ercoupe w/N-No.)

Also available, pencil sketch
prices, on request.

See our display in E.O.C. tent at Sun 'N Fun, Thursday to Sunday.

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!!

4TH ANNUAL FLY-IN

Arizona Coupe Group

Deer Valley Airport

April 25th, 1981

Don't forget the annual southwestern Fly-In at Phoenix, Arizona, April 25th, at Deer Valley Airport. Please note that this is a new location at a larger Airport. They have volunteer to roll out the red carpet for the Coupers. There are several Motels in the area who have adequate rooms available at a reasonable cost for the overnitters. The transportation will be in several vans for your transport to and from the field. The buffet and awards banquet will be held on the field and, as usual, there will be swell prizes and trophies. So, plan now for a really great week-end in Phoenix. More on rooms and other details in the next issue.

SPRING, 1981 FLY-IN
Burlington, North Carolina
May 1-3, 1981

MAY 16-17 JONESBORO ARKANSAS
2nd Annual Ark. Air Festival
50 Hot Air Balloon Race, Black Sheep
Aerobatic Flight Team, War Birds,
Parachutists, Contests. No Admission
for those flying in. For more Info.
Bob Holloway at 501-935-1770. Field
closes at 1:00 P.M. both days

GREATER GREENSBORO OPEN GOLF TOURNAMENT FLY-IN

May Airport (Charlotte and Cincinnati Sectional), Greensboro, N.C.,
one mile from golf course. Courtesy car to tournament. Competition
March 30 thru April 4, 1981. PRO-AM April 1. Call 919-674-3132 or
9380, Robert Farmer, for more information.

COMING EVENTS

June 27-28 Orange, Mass. 5th Annual Fly-In sponsored by the
Athol-Orange Aero Club. Trophies for best homebuilt, antique & clas-
sic, oldest pilot and furthest distance flown in from. Food & Fuel.
Parking area restricted to pilots & guests. Held in conjunction with the
Center Mass. Steam, Gas & Machinery Show. Brochure: P. Dexter, 15
Sunset Drive, Orange, Ma. 01364.

SEAT BELT CLUB

I have been in touch with the people who are offering a Seat Belt
Club to Aircraft owners. They have an ad in Trade-A-Plane and are
offering seat belts for \$16.95 ea. This is the price for a black 50" metal
to metal belt overall length including fitting 53". Colored Belts are
available for \$22.95 ea. They must have the order no later than March
20th, in order to take advantage of these prices. If you are interested
then contact them directly: Linda Lou, Box 30340, Memphis, TN
38130, or phone 901-365-6611.

STAINLESS HARDWARE

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via UPS, COD
Complete catalog of all aircraft items,
50¢

NEW KIT FOR COUPES

Complete replacement kits of stainless
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ELT REPLACEMENT BATTERIES

Dorne & Margolin (6 cell alkaline)	\$34.00
MERL, Inc. (Iarago, 24 month)	\$40.00
Leigh Systems (Cessna, Sharc 7 24)	\$30.00
Narco ELT - 10 (18 Months)	\$35.00
RLB - 101	\$54.00
Pointer (36 Months)	\$40.00
Alert (36 Months)	\$49.00

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Easy to install. FAA Approved. STC SA 489EA. \$179.50
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AND MORE)

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Material for publication must be submitted on the 1st day of the month preceding the date you want it to appear in the
Newsletter. The Newsletter will be mailed on approximately the 10th of each month.



YOU WILL BELIEVE IN MAGIC WHEN YOU SEE THE SHINE OF BLUE MAGIC

BLUE MAGIC

Blue Magic Metal Polish Cream is 100% non-abrasive and "Polishes without Scratching." This makes it ideal for chrome, aluminum, magnesium, gold, silver, copper, brass, bronze, stainless steel, pewter, and even on hard plastics such as plexiglass and fiberglass and also polyester varnishes.



454 Gram
and Plastic U.

\$11.98
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\$14.23 total



100 GRAM (3 1/2 oz.) Tube in Tube Box \$5.12
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White Magic Polish Helper — the super polish helper that is compounded from the finest polishing ingredients. A snow white powder of the finest texture, when used with Blue Magic Polish Cream, the toughest of tarnish is removed to reveal the brightest lustre ever! White Magic polish helper is perfect for large areas.

"White Magic" Polish Helper \$2.96
200 Gram (7 oz.) Shake Top Can .80 postage
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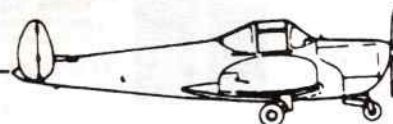
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