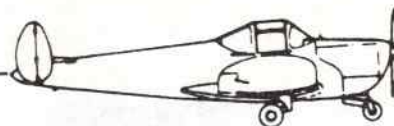


# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



Volume 9, Number 12, May 1981

Editor: Skip Carden

## 6th. National Ercoupe Owners Club Fly-In July 2-5, 1981

ERCOUPE OWNERS' CLUB 7TH  
NATIONAL FLY-IN  
TENTATIVE 1981 PROGRAM  
WOOD CO. AIRPORT  
BOWLING GREEN, OHIO  
JULY 2 - 5

Thursday, July 2 - Noon - 6 p.m. Arrival and late registration. (All rooms & banquet tickets by pre-registration or during this time). 7 p.m. Cook-out on field (Bar-B-Q Chicken) (Cash). 9 p.m. Meet and discuss with the designer, Mr. Weick. Dorm Lounge, (cash beer bar and snacks). Friday, July 3 - 7:30-10 a.m. Breakfast at dorm (cash). 10 a.m. to noon Films at airport. 12 noon Cash lunch on field. 1-3 p.m. Pinch/hitter at airport (Ms. Elizabeth Sluhan) (\$10). 1 p.m. "Univair the Ercoupe Parts Factory." 2-2:30 p.m. "Fabric, Paint & Finsh" - Tony Barnam. 4 p.m. "Mods & kits" at airport (Bob German). 6-7:30 p.m. Dinner at dorm (cash). 7 p.m. Meeting of club officers (lounge). 8 p.m. Safety films at dorm (by Skip). 9 p.m. Beer and Bull at dorm (cash beer bar and snacks). Saturday, July 4 - 7:30-10 a.m. Breakfast at dorm (cash). 9 a.m. Tour (bus) Fort Meigs. 9 a.m. Predicted log competition (Bob Staight). 10 a.m. Interiors (Airtex) "How To" 10 a.m. Aircraft judging. 12 noon Cash lunch on field. 1-3 p.m. Pinch/hitter at airport. 1 p.m. AIY NOTV & Insurance for the coupe. 2-4:30 p.m. Jon Hiles at airport "Why Not Do It Yourself?" 5 p.m. Weather outlook FSS on field. 6:30 p.m. Happy Hour. 7:30 p.m. Banquet-Business meeting & awards; buffet. Sunday, July 5 - 7-10 a.m. Breakfast at dorm (cash).

### VOLUNTEERS NEEDED

I just talked to Carl Hall about the National Fly-In and he is in need of volunteers to man the Registration Desk on Friday and Saturday. It would be nice if each Region were to take a shift as part of their responsibility. We have decided that a two hour shift will be necessary and will not impose an undue burden on anyone. If your region would like to take part in this, please contact Carl and tell him when you will arrive and be available. Carl can be reached at: 20737 N. Dixie, Bowling Green, Ohio (419) 352-8010.

### TRANSPORTATION VOLUNTEERS NEEDED

Dear Skip & Fellow Coupers:

Carl Hall has asked me to be in charge of the transportation department to and from the dorms, etc. for the '81 National Fly-In.

Anyone who would like to volunteer to drive, and/or has any suggestions, please drop me a card. Also, let me know your time preference for driving.

My thoughts at the present is to have a schedule board at the sign-in area with each volunteer driver's name and his or her time to drive. We will also schedule regular shopping center trips for necessities, etc.

Thanks and hope to see you at the National Fly-In. It won't be long now.

Sincerely,  
Dave McPherson  
1814 Charyl Road  
Bellefontaine, Ohio 43311

### AREA NEWS

#### REGION 1

Dear Northwest Coupers,

This may be a bit brief and sketchy since I seem to have exhausted my weekend sewing, painting, and suffering through the final phases of income taxes--to say nothing of having rolled out at 4 am this morning to cheer the space shuttle on its way. Roy has spent the weekend in Seattle conferring with Dennis Peterson on the wing leveler plans. We had met Dennis last July at the Bowling Green Fly-in and his interest

and engineering knowledge have been a tremendous help.

Our gathering at Albany last month brought out only four Coupes, but lots more folks came in other vehicles. The Loopers flew in from the coast; Bill Ruttan flew his friend Col. Wimer in "Chicken Little"; Jim Sutton and a friend came from Vancouver; and Roy and I tested our Coupe's Spring wax job. Prossers brought two of their boys in a four place unCoupe. Jack and Lorraine Martin had hoped to fly but had a bad left mag so came by car. Damewoods and Mohrs also were limited to car travel and were each celebrating anniversaries -- 40 years for Ken and Dorothy and 19 years for Clark and Bella.

We all had a very pleasant lunch but not much chance to mingle and roam among the available Coupes since a stormy weather front chased us out. Therefore, we haven't any profound conversational observations to repeat! In any event, it was great to get the Coupe out of its closet and shake off its dust.

This month our get-together will be on Sat., April 18 at Noon at the Sweptwing Restaurant in Albany. If the weather will shape up and the mountain settle down we should have a real good day! Hope to see you all there.

Told you this would be brief!

Don't forget the June gathering will be a joint one with our friends in Washington at Clark County Aerodrome near Vancouver. It will be our regular time of Noon on Sat. June 20.

Also, if you're thinking of going to the National Fly-In at Bowling Green, Ohio, this is the time to start planning. It's a terrific experience and gives you a beautiful opportunity to use and enjoy your Coupe.

Roy & Eileen Wright

#### REGION 2

Dear Skip,

Another month of beautiful flying weather and finding our Coupe Group flying over the Pacific Ocean to Catalina Island. Yes a good number of Brave Coupe pilots took to the air on Sunday, April 5th to catch a few huge Whales crossing the channel and also thousands of porpoise jumping in and out of the beautiful blue Pacific. WOW, what a sight! Some of the real brave pilots like Joe Brooks and Gary Dallugge tried flying low enough to snap some of the mammals, but with no luck. Also saw a few Buffalo and wild pig roaming around the Island. A super picture taking day.

Everyone that came had a perfect time as the weather was perfect as one could see San Diego to the South and Santa Barbara to the north. Boy what flying.

We all sat around and had Buffalo burgers for lunch and watched all the Cessnas make go around after go around.

No Coupes though. HA HA.

We all saw what can happen when someone doesn't use his radio. Yes, we all gasped when we saw a Cessna 140 coming in one way and a Piper Arrow the other. They both landed with the 140 taking the grass and rocks on the left side of the runway. No damage, thank God. Goes to show how IMPORTANT that radio is on an uncontrolled field. So pilots, please use that 122.8 or 122.9 when unfamiliar with an airport.

Those that braved the flight over were as follows: 2074H Joe Brooks & daughter; 2081H Wayne Olson; 99146 Bob Elliott & Chuck King; 3040G Gary Dallugge & Chris; 9516V Frank Saletri & Bill Green; 3152H Jack Prond; 99853 Cecil Muchmore & Roger Harrison; Ted Rensch, Cessna 140; Tom Reak, Cessna 140. Not too bad for this type of flight. Hope next month we will have a good gathering for our Santa Ynez get together.

Jack Owens is coming along super fast with his new Coupe that he bought from Dave Kenney. (Dave) you will be sorry. HA HA!

Well, enough for this month. So keep them flying.

K.C.F.  
Your Director  
Wayne Olson

#### REGION 3

At the time of this writing the Arizona Coupe Group has just about laid aside the plans for the Southwest Regional Fly-in. It has really shaped up to a great event. All we need now is for our wonderful weather to continue. Our flying out here has been just great. We have





been able, with the planning of our leader, Kent Foster, to be very active with breakfast hops to various locations in Arizona. We had a flight to the Brave Bull Resort, in the Tucson area, for a Sunday Brunch Breakfast. Fourteen persons enjoyed a good meal, and while we were there the Antique Car Club of Tucson pulled in. We had a great time talking with them and then admiring some really great restored cars of many years gone by.

On April 5 we went back to one of our most favorite spots at Payson, AZ. They have a restaurant on the field that serves one great meal. We had eleven coupes for one "litr ole Sunday hop." It was a great view seeing them all lined up. In fact it was such a view I have enclosed a picture. You will notice a Varga Kachina in the middle, but since he left one of his tails at home we still let him in. We had a Musketeer, Cessna XP also join in bringing some members with down planes. This past Monday the 13th we had our regular Monthly meeting with 38 persons attending. Of course, this meeting was devoted entirely to the up coming event on April 25th..My next newsletter will cover this event.

Our whole group is looking forward to seeing our many flying friends from all over the Southwest. Wish you all could be in on this event.

Until next time

Jack L. Harkness  
Phoenix, Arizona

## REGION 7

It's Spring in Texas and as our beautiful Bluebonnets began to bloom, so did our Texas skies bloom with thunderstorms. The turnout for our first Region 7 Fly-In was certainly a quality, if not a quantity, group due to those threatening skies. But Arkansas, Oklahoma and most corners of Texas were represented, nonetheless. The ones who were able to attend were Art Villavecchia, Glenn Becker and his Texas Flag, Bob Lokey who coordinated all this, Jim Scarbrough, Ed and Lorraine Stamm, Jim French, Paul Hammond, Dan Dreeben and Dumbo, Gene Taylor, Eric and Kenneth Anderson, Amon and "New Licensed" Mark Proctor, Leonard Page, Clifford Sims, Gene Dagel, a few guests, and yours truly, Jana Ross. From that list of distinguished "Coupers," 9 of them flew in in their Coupes. Gene Dagel, who has just sold his Alon, came in his Sierra-Coupe. There were a couple of Stinsons, a 140, a couple of Chevrolet types and maybe a Ford. Oh yes! Don't forget that infamous Page Wasp, doing spot "on a dime" landings ("that chicken ranch has a short strip..."). Gene Taylor with his Forney did several fly-bys with his smoke system on (took care of the mosquitos). We had

a good business meeting and discussed that AD just issued on the engine driven fuel pump found in most C-90's. This was especially informative since within the group, 6 of us had Alons with C-90's. The ceilings on Sunday morning low and gray, we all departed after breakfast. The Region 7 Mineola Fly-In, May 16-17, promises to be quite an event. The CAF Warbirds, the Tyler EAA, and airline pilots Pitts Acrobatic Show, all those Coupes and Coupers will prove to be the makings of one grand Fly-In! Eddy Hearn is coordinating this event again for this year. He and his wife Nita did a super job last year. So, hope to see a grand turnout.

Until next time,  
Jana Ross

• • •

Region Seven Fly-In June 13-14, Taylor Municipal Airport, Taylor, Texas (San Antonio sectional).

Program: Mr. Tony Bingelis, Director of Aviation Services, Texas Aeronautical Commission.

Author of the Book *Sport Plane Builder* (see May '81 issue of *Private Pilot* magazine), Mr. Bingelis has built six homebuilt planes. He currently flies an Emraude and is working on an Italian Falco. Writer, aviator, lecturer, he has been with the TAC for 17 years. Prior to that he was a military pilot, flying bombers and trainers. A wealth of information, Mr. Bingelis will bring us many useful tips on maintenance and upkeep of our planes.

New Business: Discussion on the upcoming Texas Aero-Exposition '82 in Waco.

Prizes: Early-Bird award, Low Serial Number award, and Longest Distance award.

The program will be Saturday night in the motel restaurant along with a dinner. Sunday morning breakfast, a brief business meeting and departure.

Lodging: Texas Inn: 512-352-5292 Restaurant and Motel on the field. For more information: Jana Ross, 713-781-5110; 8323 Westglen, Houston, Texas 77063. We hope to have a very good turnout for this event. See you there!

• • •

## REGION 7

Hi you all,

Looks like it is time to get the Coupes moving again. The region 7 Fly-in at Mineola, Texas, May 16-17 is just around the corner. I want to ask everyone to make a special effort to be there. As the ones who made it last year know, Eddy Hearn is a great host, and has been working hard to make this one the best ever.

Anyone who is in this area, or passing through, is more than welcome to stay overnight, "or a month," at our place, glad to have you.

I have the coupe here, that the Edwards Bros. of Fort Smith have been rebuilding. Am doing the finish work to get it ready for annual. They have done a good job, a nice bird.

Let's everyone be at Mineola Texas May 16-17.

Leonard & Laura Page  
Belleville, AR 72824  
501-495-2647

## REGION 7

Region Seven Coupes are invited to the annual EAA Fly-In in Georgetown, Texas, June 27-28. There will be a special reserved spot just for us. Look for the sign that says "COUPES HERE" at the north end of the field. Glenn Becker will be there to welcome each and every one of us too. There will be 'Coupe literature there along with a 'Coupe-speaking person with the planes to answer all "those" questions about the Weick-designed flying machines. Each year there is a good turnout of Coupes, so let's not let this year be any different. Parking together will certainly add to the fun. We can help the EAA's have an even better weekend and have a super time as well. For more information call Jana Ross 713-781-5110.

## REGION 9 Burlington Fly-In

On May 1st, 2nd and 3rd, the EAA Antique and Classic Chapter No. 3 held their annual spring Fly-In at Burlington, N.C. We were there as were 7 other Coupes who braved the high winds and poor weather on Friday to attend. Rose and Ray Kaess were the first arrivals followed by new wing leader for Virginia, Carter Bradley and his wife, who drove in from Roanoke. Friday night we early birds got to see some really good movies and even a movie on the 1934 Cleveland Air Races. Saturday dawned clear, cool and windy and it was off to the field. Most of the folks were along the runway to see how planes handled the 90 cross wind. There were many anxious moments when the Luscombs and Cubs tried to cope with the strong wind currents. But what is this? said one spectator. An Ercoupe? Yes, it was, and it fairly greased it on in a crab provoking comments like the wind had stopped blowing when the Coupe landed, and other statements of disbelief. Then sometime later a Cherokee came in and made an almost perfect landing to the



dismay of the crowd. Again, it was said that the wind really wasn't as strong as before. Then a cub came in and almost lost it with the wing almost striking the ground.

As the day wore on we had other Coupes arrive and make it look easy. One of our Burlington members flew passengers almost all day undaunted by the gusty winds. We had a member of the Palmetto Airforce arrive and this had to be one of the most photographed planes on the field, everyone loved it. Herb Potts brought his lovely Coupe and carried home the Best Coupe award, Ron Kidd brought his coupe down from Greensboro on Saturday. We gave awards and prizes to all who attended. I would like to thank everyone for attending this event and we hope to expand it next year.

### ROY WRIGHT NEW REGIONAL CO-ORDINATOR

Once again, Roy Wright has volunteered to come to the aid of the Club and become the Regional Co-Ordinator. He will be in charge of all Regional Directors and Wing Leaders. Since Roy helped set up this program, he is the logical one to head it up. He is an excellent organizer and a natural leader who I am sure you will enjoy working with. If you have any comments or suggestions then contact Roy at 24490 Skyland Dr., Canby, Oregon 97103 or phone (503) 266-9777. He would like to ask that all regional leaders send in the names and addresses to him so that he can contact them when necessary. It will also allow us to print a new listing in the newsletter.

### ANNOUNCEMENT

### EAA POSTPONES TULLAHOMA '81 FLY-IN

Hales Corners, Wisc. (April 8, 1981) -- Operational considerations stemming from the Experimental Aircraft Association's planned future move to a new headquarters facility at Oshkosh, Wis., and other factors have forced postponement of this year's EAA fall Tullahoma, Tenn., convention scheduled for September 30 - October 4.

The temporary suspension was announced by Paul H. Poberezny, EAA president, and John Parish, Tullahoma '81 co-chairman. The announcement followed a decision by the EAA Board of Directors and the Trustees of the EAA Aviation Foundation, co-sponsors of the event, to concentrate EAA efforts and resources on plans for a new headquarters and museum complex at EAA's permanent Oshkosh site.

"A great deal of excitement and enthusiasm has been generated for the new facility and we want to continue the momentum throughout 1981," said Poberezny.

He added that future events at Tullahoma will be evaluated after progress on the new developments at Oshkosh are reviewed.

"Since 1979, Tullahoma has grown steadily and successfully under the leadership of many chairmen and dedicated volunteers. There has been a tremendous amount of enthusiasm and support throughout the southeast for this fall classic. We look forward to returning Tullahoma to the EAA fly-in circuit when priorities and conditions permit," stated the EAA president.

### COUPE ARCHIVES

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

### NATIONAL FLY-IN PLAQUES

We have ordered and received 10 each of the National Fly-In Plaques. Several of you requested them at the last National so we had them made. We have plaques for all years, so if you want to add to your collection, write to Fran Heath and tell her what plaques you want. The price is \$7.90 each and they are mounted on a marble base. This is a one time re-order and we will not have them anymore. We also had them made for the 80 National for those who wanted one last year. Selection will be limited and will be sold on a "first come first serve" basis. SO ACT NOW!

### PHOTO AVAILABLE

Hi Skip,

Recently I came into possession of a unique and historical photo. None other than Capt. Homer A. Boushey's Ercoupe parked under the wing of the B-19 at March Field, California, July, 1941.

Boushey (now a retired General), a month later became the first

Ercoupe driver to be boosted into take-off by JATO or Jet Assisted Take-Off. I also have that photo from the Aerojet Booster of August, 1966 showing Boushey and his red-winged Coupe on a long cloud of white JATO exhaust smoke.

You may recall the first taxi tests of the XB-19. It left 4 1/2 inch deep ruts behind it in the concrete! At the time it was the largest and heaviest airplane in the world.

EOC members may have a copy of this color photo for \$2.95.

KCF  
Robert Duprey  
Box 3251  
Landers, CA 92284

Members should allow 2-3 weeks for mail delivery.

### HINTS 'N TIPS

Dear Skip,

I would like to tell the other Coupe owners about a problem that happened to my Coupe. About 3 or 4 months ago, I found that while in cruise flight (2350 RPM's) my Coupe's engine would pick up RPM's if I applied partial carb heat. At first I thought that I had picked up some ice. It gradually got worse as the weeks went by. I checked the air cleaner, air box, heat valve & cable. The engine always started and idled good. At each run-up, I needed full carb heat for several minutes before it would maintain RPM's. During take-off and full power climb, it would run normal. But any time that I flew with reduced power settings, it would take partial or full carb heat to keep the engine running smooth and at max. RPM's. The mixture control didn't help any. During touch & goes the engine would not accelerate from idle to full power without using full carb heat for a few seconds. I changed plugs and checked the mags.

Finally, I pulled the carb and disassembled it. The mixture valve, air passages and around the outside of the venturi, were full of a fine fuzzy lint like material. I found that this material was coming from the stock Ercoupe round air filter. It contains fine mesh wire screen with a "fuzzy" coating on the screen. The filter looked like a new one. It had been cleaned several times. I carefully removed one outside course mesh screen and then removed the filter media. I then cut a new filter from a piece of aircraft foam rubber air filter media. I then put this new foam filter back into the original Ercoupe filter ring with the course mesh screen on both sides. When this filter gets dirty, the whole assy. can be washed without taking it (the filter) apart. I boiled-out the carb and reassembled with all new gaskets (from Skyport).

My Coupe (N2585H), now flies like a new one. This could happen to any Ercoupe.

Keep The Coupes Flying Safely,  
Walt Bacon  
562 N. 8th St., Grover City, CA 93433

### HINTS 'N TIPS

### Airworthiness Directive March 23, 1981

81-07-06 TELEDYNE CONTINENTAL MOTORS: Amendment 39-4071. Applies to Continental A-65, A75, C75, C85, C90, A-100, C125, and 0-200 series engines with AC fuel pumps, TCM part number 40585, 40695 or 631391 installed. Compliance required within 30 days after the effective date of this AD, or within the next 25 hours time in service after the effective date of this AD, whichever occurs first, unless already accomplished within the last 12 months and at intervals not to exceed 12 months after the last inspection. To prevent fuel starvation due to fuel flow restriction through the pump screen accomplish the following:

- Remove safety wire and bolt from fuel pump top cover. Discard fiber washer under bolt.
- Remove the fuel pump top cover. Discard cork cover gasket.
- Remove fuel pump screen.
- Inspect the fuel pump and fuel pump screen for contamination.

- (1) If contaminated, clean fuel pump and fuel pump screen.
- (2) If fuel pump is damaged by corrosion, replace with applicable serviceable fuel pump.

- (3) If fuel pump screen is damaged by corrosion or handling, replace with a serviceable fuel pump screen, TCM P/N 643913.

- Reinstall fuel pump screen, fuel pump cover with new cork cover gasket, TCM P/N 643915 and new bolt gasket P/N 643914. Torque bolt to 30 ± 5 inch pounds.

- Resafety wire fuel pump top cover bolt and check for leaks.
- Make the appropriate maintenance record entry.

An equivalent method of compliance may be approved by the Chief, Engineering and Manufacturing Branch, Federal Aviation Administration, Southern Region.

Teledyne Continental Motors Service Bulletin M81-8, dated March 9, 1981, pertains to this subject.

This amendment becomes effective April 1, 1981.



#### FOR FURTHER INFORMATION CONTACT:

Gil Carter, ASO-214, Engineering and Manufacturing Branch, FAA, Southern Region, P.O. Box 20636, Atlanta, Georgia 30320; telephone (404) 763-7435.

KIT AVAILABLE SOON FROM: Skyport Aircoupe Services.

Here's a little write-up that my daughter did after our trip to Florida for Sun 'N Fun '81.

Very truly yours,  
Jim Cox

### THE LONGEST DISTANCE FLOWN

I title this saga on our "Sun 'n Fun" trip the Longest Distance Flown because we were awarded a trophy for traveling the further distance. It was a close contest in that Burt Ellegard and us, both traveled from Flying Cloud Airport in Eden Prairie, Minnesota to Lakeland, FLA. However, we are two (2) hangar rows further from Lakeland.

Our journey to Lakeland started on a cold Saturday morning. After the initial few hours of getting prepared we were on our way. Our first stop was Iowa City, Iowa. I recall a man running out to the ramp to take pictures of that Ercoupe. His wife had told him that she'd seen an airplane on final to Iowa City, the likes of which she'd never seen before. She told him to run "quick" to the airport and check it out. He was surprised to find out that the strange airplane was an Ercoupe painted in Navy Trainer Colors.

The rest of the trip to Lakeland was your typical long journey in your two seater airplane. Back pain, saddle sores, etc... My Dad even came up with a case of sore knee pits.

Our arrival at Lakeland Airport was something else. There was lots of traffic. Neither one of us knew what ATIS meant when they said "fly from Lake Parker to the orange ball, turn south, etc." There were so many lakes in Lakeland, and what's this orange ball? Finally we did spot an orange water tower and made a landing on runway 26R. This narrow little runway is the taxi strip for runway 26.

Once landed was another problem. Ground Control directed us to the main terminal area. After a 15 minute drive around the airport we found ourselves parked next to a fellow Ercoupe owner from Texas named Skip. He advised that EAA had set up large Army tents for use by transients. We rented a cot and spent the night by ourselves in that huge tent.

The next day we hit the jackpot. We met Fred Fisher at the Ercoupe tent. He took us under his wing and showed us around Lakeland's Sun 'n Fun. He brought us to his camper and we had some really good times.

Later in the day Fred Fisher introduced us to Fred Weick. What a guy. To have his accomplishments and knowledge and still be a real friendly guy, willing to take the time to tell the old Ercoupe stories that he must have told hundreds of times before, is truly remarkable. I'm sure it helps to have a sweetheart for a wife like Dorothy.

After some great days in Lakeland, and a short trip to Sarasota to see my grandmother who lives there, we headed back to Minnesota. We left approximately 1:45 on Friday afternoon to beat the approaching weather. We ended up thanking God that we started when we did because the mechanical problem happened on our return trip.

Our first stop was Perry FLA for fuel. We were averaging approximately 80 MPH to that point due to headwinds. After refueling we made it to a little town called Tuskegee, Alabama. We arrived about 6:00 and found the FBO all locked up. There was a phone booth on the field so we phoned the local Holiday Inn and spent the night there. Quite a difference from the coed tents we'd stayed in at Lakeland.

The next morning we were up early, fueled and on our way by 9:00. About 45 minutes later the trouble started.

The air was smooth and the headwind had turned to a 10 MPH tailwind. All of a sudden the poor Ercoupe let out a terrible whine and started to shake. I thought for sure this was it because we were in the middle of the Alabama Smokies. Thank God we found an airport about 5 minutes later. We landed with the engine shut off.

Dad immediately knew what the problem was. The recently overhauled generator had shed a bearing and then seized. The engine was full of metal parts from the gear which had come apart. Dad removed the generator with the only wrench we took with us, drained the oil and flushed the inside of the engine with gasoline from the wing tank. The little airport had no F.B.O. or gas. Fortunately a local guy arrived (together with the local police who wanted to know our intentions) to give us some help. He obtained a magnet which we tied to a hangar for use in pulling metal particles from the engine. After about 250 dips of the magnet into the engine, everything looked clean. Dad bolted a home made plate to the engine where the generator had been removed. We put in the three quarts of oil we'd carried all the way from Minnesota to Lakeland and back, started the engine, checked for leaks and were on our way about 5 hours after our unscheduled arrival.

With no electrical system the trip was suddenly quite different. We were again following roads, power lines, etc. (we're getting to be pros at that though, last year after leaving Bowling Green we went to Washington, D.C., Fayetteville, N.C. and back to Minnesota without V.O.R. or anything).

The rest of the trip was smooth sailing. We made it to Minneapolis Sunday afternoon and Ercoupe was glad to be home. I think Ercoupe was trying to tell us it liked 2-3 hour trips, not 15 hour trips.

I'd like to say hi to all the Ercoupe owners we met at Sun 'n Fun, and also thank them for being such great fun people, with a special thank you to Fred Fisher.

If any of you ever make it to Minnesota, make sure to stop and say "hi."

Diane Cox  
25 Interlachen Dr., Tonka Bay, MN 55331



### Clearing Off The Editor's Desk

### SEAT BELTS ALMOST GONE

If you did not respond to the first offer for seat belts then you have another chance. The demand was so great that the first 100 were sold almost immediately. I called Walt Reviere and he got us another shipment, but this is the end! If you want a set, act today as supply is definitely limited and it is first come first serve.

### WE SHALL MISS JAN DREEBEN

I am sure that I can say that we shall all miss Jan Dreeben, who lost her fight for life on March 6th, 1981. Dan made a contribution to the Ercoupe Archive Fund in Jan's memory. I would also like to quote a few lines from Dan's letter: "Had it not been for Jan starting our Ercoupe savings account with her own \$500.00 in 1977, I wouldn't have 'Dumbo' today." I think that this is an example of Jan Dreeben.

### AD ON FUEL PUMP

Elsewhere in the newsletter you will find an AD on the fuel pump which applies to almost all small Continental Engines. In a recent discussion it was pointed out that to my knowledge there has been no problems with Ercoupes having pump failure and also that the pump does not supply the main source of fuel to the engine. Once again, the friendly feds have gone off on a wild goose chase. In the meantime, I suggest that you comply with this AD as it must be done immediately! We are trying to get the Coupe exempt as it does not use the pump as a primary fuel source. Sometimes I wonder what all those EXPERTS really know. Why not an AD on the use of 100LL in all small engines, a much more serious problem which could be fatal? I guess we, the Aviation public, don't have enough lobby power to get something really important to safe flight passed, really makes one wonder????

Skip

**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

Two Ercoupe Wings from 1950 "G" model. Linen cover checks middle green. Located Springfield, Ohio. \$800.00 firm. Crating extra. No collect calls. Jon Hiles, 6711 Emerald Avenue, Enon, OH 45323, 513-864-1041 anytime.

I have a complete basket case plus an extra pair of metal wings and an extra empennage. The C85 probably should be o'hauled even tho it has only 400 hrs but that was 18 years ago. Ed Werner, 125 LaCanada Way, Scotts Valley, CA 95060, 408-438-5260.

1966 Alon, total time 680 hrs. Has full panel ELT-Narco radio M-111 Cont. 90 HP engine. A nice one. \$9,995.00. Phone 414-495-4349, Palmyra, WI 53156, Stanley Gerlach. Call before 9:00 a.m. or after 7:00 p.m.



1970 Mooney Cadet - 9512V, new Alumigrip & Imron paint. New interior and belts. Completely redone panel with updated gyros. MK 12B-360 with VOA 40-EGT-David Clark Headset and push button mike - canopy cover - tie downs - tow bar - 1480 TT. All cylinders 74/80 - reworked - canopy - no drafts - less noise - Beauty of a Bird. \$12,500.00. 217-625-8235.

Alon 1968 by Alon Div. Mooney Corp. No rudder pedals, Model A2A SNB-285-N5485F, one of the very last twin tails - Spring steel gear with wheel pants, 840 TT A&E 3rd Seat N.D.N.-KX145, KX170B- X-Ponder, Imron paint, new David Clark head phones, Intercom, Canopy cover, Tow Bar, Recent Alt, Compass Card D.G., Velour Interior, \$12,500 or best offer. 815-432-4238 after 6.



Ercoupe 415C 85 HP with set of skies (3) full panel Narco Mark III landing lights, new 800 x 4 tires, new battery, ceconite wings, flies beautiful P-40 paint scheme. The Polish Colonel's plane is for sale. \$5800.00. Inquire by letter or phone Fred Sampson, 35 Allman Place, New Hartford, N.Y. 13413, 315-735-3230 after 5:00 P.M.

1946 415C, 75 hp, 700 hrs. TTAE & E, KX 150 - metal wings, in license til September. \$5,000.00. 919-967-5350 evenings.

PEP 460 Teflon Engine Treatment Concentrate, 7.5 oz., \$8.50 including postage. Enough for initial treatment plus booster doses at later oil changes. Joseph Cael, 20 Stage Rd., Newark, DE 19711.

Aerosonic Electric Aircraft Clocks. 1½ Volt, 1 Yr. batt. operated. Pull set knob to disconnect batt. for storage. \$62.50 + postage, elapse time model \$72.50 + postage. Joseph Cael, 20 Stage Rd., Newark, DE 19711.

I have been considering selling my (third) Ercoupe. It is a 1946 415-C with 800 hours total time 180 since major with ceconite covered wings. It is stripped to bare aluminum ready to polish. It has an Alpha Genave 200 radio that works very well. The rest of the plane is basic Ercoupe with no modifications. The price will be \$5,000.00. Terry A. Gray, Rt. 11, Wright Way, Anderson, S.C. 29621. (803) 225-2181.

1946 415D. 1350 airframe, 420 hrs. on "O" factory C90 hp, Mark 12. ELT. Rudder pedals. Canopy cover. Full gyros. New battery. Metal wings. Cleveland brakes. Dual landing lights. Double fork. Large baggage. Perfect condition. Bob Wargo, 1105 Marlou Ave., RD 1, Linwood, N.J. 08221. Phone 609-927-6074. Price \$5,900.00.

1 Metal right wing very good. Asking \$500 with aileron, \$425 without Aileron. 1 Complete tail without controls, excellent condition \$250.00. H. Coval Conant, Cushman Corner, Weld, ME. (207) 585-2365. side, front \$3.00 +.50 postage and handling.

Two Ercoupe Wings from 1950 "G" Model. Linen cover checks Middle Green. Located Springfield, Ohio. \$800 firm. Crating Extra. No collect calls. Jon Hiles, 6711 Emerald Ave., Enon, OH 45323 513-864-1041 anytime.

1947 'D' Ercoupe, 85 hp, Feb. 81 annual. 1200 TT Airframe & Engine (50 since major overhaul), NEW: Nose & Side Cowling, Panel, Interior, Plexiglass, ENGINE: New Pistons, rings, 100 Octane valves; Landing gear & brakes rebuilt, radio, VOR, MANY EXTRAS!!! Asking \$8500. Phone after 6:30 P.M. 813-823-8093 Smiths St. Pete, FL.

Cont. 85-12, 195 SMOH, with starter, generator, carb, harness and mags, \$2400 or nearest offer. McCauley 1 A90/CF 7048 Prop \$300.00. Wayne Lawler, 2900 Tumbleweed Lane, Fort Collins, CO 80526 (303) 223-3238.

Ercoupe cross stitch graph 3 views - 3/4, side, front \$3.00 +.50 postage and handling. Ercoupe Sketches 10 x 12 matted to 11 x 14 \$25.00 + \$1.00 postage and handling. Prisma, pencil rendering. Send pictures of your Ercoupe with N-No. Pictures will only be as good as photograph provided. Airshows and Rainbows Aviation Art & Designs, P.O. Box 10723, Southport, NC 28461.

1946 415D, 1350 airframe, 420 hrs. on "O" factory C90 hp. Mark 12, ELT, Rudder pedals, canopy cover, full gyros, new battery, metal wings, Cleveland brakes, dual landing lights, double fork, large baggage, perfect condition. Bob Wargo, 1105 Marlou Ave., RD 1, Linwood, N.J. 08221, Phone 609-927-6074. Price \$5,900.00.

## WANTED

Set of wheel speed fairings for 1946 Ercoupe 415C with original factory nose gear. Used or repairable condition. Phone 216-867-8472 collect. Phil Viningre.

Kenney Wheel Fairings any shape, squashed, cracked or whole. Bob Lokey, 512-658-3391. 815 High Gate, Universal City, TX 78148.

Fire wall top and bottom for 1946 Ercoupe. Call or write Eugene Oleson, 6 Sinclair St., Janesville, WI 53545, 608-756-4395. Collect if you have one, after 7:00 p.m. or before 5:00 a.m.

Left exhaust stack in good condition. Albert O. Richter, 100 Hartford Dr., No. 7, Runnemead, NJ 08078. Phone 609-939-3587 after 10 PM. No collect calls.

Rebuilding 1946 Ercoupe 415C Serial Number 1248 and need the following parts: Bubble windshield, nose gear complete or lower tube and bushing. Also interested in double arm nose gear, both wing tanks. Call 1-313-985-5446 in evening or send letter to Mike Soule, 3547 Armour, Port Huron, MI 48060.

## HELP NEEDED

My ercoupe 2867H Serial No. 3492 has a fuel capacity of 9 gallons in each wing, and 6 in the cowl tank. Could you, or any of our members indicate through Coupe Capers, how much fuel in the wings and/or the cowl tank is usable? Also, does anyone have any information on where shoulder harness for pilot and passenger should be anchored in an Ercoupe having an enlarged baggage compartment? These questions are prompted by Robert Duprey's accident report appearing in Jan. 1981 Coupe Capers.

Sincerely,  
Harold Pressman  
790 Via Vadera  
Palm Springs, CA 92262

## NORTHEASTERN FLY-IN June 20-21

For more information contact: Al Woods, Washington & West Avenues, Saratoga Springs, N.Y. 12866. Phone 584-9555 or 587-0932.

## CLUB ITEMS

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

### MODELS

Ercoupe Models ..... \$1.75 ea. pp.

### DECALS

Vinyl (Club) \$.50 + postage Water (Club) \$.25 + postage

### PATCHES

Large Gold EOC Wings 11½" (gold braid) ..... \$3.00  
Small Gold EOC Wings 4½" (gold braid) ..... \$1.50  
Club Patch ..... \$1.50

## ERCOUPE JEWELRY

all items are in gold and in silver.

Tie Tacs - \$3.75 ea. Lapel pins - \$3.20 ea.  
Necklaces - \$4.50 ea. Charms - \$3.50 ea.  
Stick Pins - \$4.20 ea. Earrings-wire, post, clip - \$4.70 ea.

## "EOC" WING JEWELRY

Large Wings - \$4.50 Stick pin wings - \$4.20  
Lapel pin wings - \$3.75 Tie Tack Wings - \$3.75

"Free bees" - red and blue Iron On; paint sheets and bumper stickers.

### CAPS

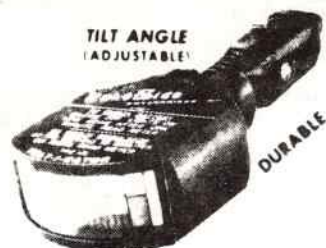
EOC FLIGHT CAPS AVAILABLE WITH EOC WING EMBLEM OR CLUB PATCH - \$5.00

## NEW ITEMS

Zippo Lighter - \$6.95 pp Plaques - \$7.90



## PLUG-IN-VOLT-I-CATOR



Carry it in your flight bag for that personalized check or monitoring of your battery voltage regulator or alternator.

### DON'T

be caught with a dead battery. Simply remove cigar lighter and plug in.

(For Negative Ground Application)

List \$16.95 — EOC Members — \$9.95

Please add \$1.00 for shipping

**DEALERS INVITED.**

**LAKESIDE ENTERPRISES, INC.**

860 N. FOREST RD. Williamsville N.Y. 14221

24 HOUR HOT LINE 716-633-7134

## STAINLESS HARDWARE

	per 50	per 100
Sheet metal, pointed, truss head, phillips		
#6 x 3/8, 1/2, 5/8 long	\$2.79	\$4.59
#8 x 3/8, 1/2, 5/8 long	3.69	6.19
#10 x 1/2, 5/8, 3/4 long	4.59	7.59
Machine, truss head, phillips		
#6-32 x 1/2, 5/8, 3/4	\$2.89	\$4.79
#8-32 x 1/2, 5/8, 3/4	3.69	6.19
#10-32 x 1/2, 5/8, 3/4	4.89	8.09

Many other types available — at super prices

Deduct 10% on 500 pcs. of each type. Need them fast? 414/279-6896

Hot Line

IN STOCK, IMMEDIATE SHIPMENT via UPS, COD

Complete catalog of all aircraft items, 50 cents

### NEW KIT FOR COUPES

Complete replacement kits of stainless screws for all insp. plates, fairings, cuffs, etc.

ONLY ..... \$19.95

SPECIAL OFFER TO ERCOUBE CLUB MEMBERS!!! 25% OFF

### 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

"No shipping charges on pre-paid orders"

**TRIMCRAFT AERO II**

P.O. Box 488, Genoa City, WI 53128

Phone: (414) 279-6896

## CARB ICE?

*Stop Guessing!*



### SPECIAL 15% DISCOUNT TO EOC MEMBERS

The ARP Carburetor Ice Detector — Models 107AP, 107AP-R — warn by red light frost and ice forming in throat of carb by an optical probe and not temperature. Easy to install. FAA Approved. STC SA 489EA. \$179.50 + \$2.00 for immediate air mail delivery. Write or call: Alfred R. Puccinelli at —

**ARP INDUSTRIES, INC., 36 Bay Drive East**  
Huntington, NY -11743 — Phone (516) 427-1585

## ENGINE OIL ANALYSIS

7820 SOUTH 70th EAST AVE.

TULSA, OKLAHOMA 74133

(918) 496-3872

(918) 492-5844

Flying confidence through oil analysis.

### ANALYSIS KIT

(Regular \$12)

ERCOUBE Club Members \$9.00

Show membership number on check with order.

HOWARD FENTON



**UNIVAIR AIRCRAFT CORPORATION**

(303) 364-7661

**UNIVAIR**

- FAA TYPE CERTIFICATE HOLDER # A-718, A-787
- MANUFACTURERS — ERCOUBE; FORNEY, ALON, MOONEY M-10 PARTS UNDER FAA PRODUCTION CERTIFICATE # 414.
- ORIGINAL PARTS
- SERVICE AND CONVERSION KITS
- ACCESSORIES
- PROPELLERS — WOOD AND METAL
- TIRES, WHEELS AND BRAKES
- WINDSHIELDS
- MANUALS (BULLETINS AND MEMORANDA, OWNERS, SERVICE, FLIGHT, ERCOUBE ELEMENTARY FLIGHT MANEUVERS AND MORE)

Plant, Offices and Warehouses:

"KCF"

Route 3, Box 59, Aurora, Colorado 80011

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 (16 oz.) Can with Pull Top Lid and Plastic Cover

\$11.98  
2.25 postage  
\$14.23 total

## CHROME-MAGIC WIRE WHEEL CLEANER



— CHROME MAGIC — WIRE WHEEL CLEANER —  
(2) 8 oz. bottles of Cleaner and Neutralizer/pump sprayers.

Chrome Magic restores grimy oxidized wire wheels to their original shine and sparkle. And best of all you never touch the wheel. Just spray on and rinse off.

\$7.58  
2.22 postage  
\$9.80 total

PRICES INCLUDE POSTAGE-DISCOUNT TO DEALERS-CANADIAN ORDERS  
ADD \$100-NO C.O.D. ALLOW UP TO 6 WEEKS FOR DELIVERY.

BURT ELLEGAARD Winner of the 1980 BLUE MAGIC AWARD



100 GRAM (3 1/2 oz.) Tube in Tube Box \$5.12  
.53 postage  
\$5.65 total

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 \$2.98  
200 Gram (7 oz.) Shake Top Can .80 postage  
\$3.78 total

## MAG-MAGIC MAG WHEEL CLEANER

MAG MAGIC — MAG WHEEL CLEANER  
8 oz. Bottles w/pump sprayer per Display Carton.

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

Excellent for oxidized and pitted \$4.52  
aluminum .92 postage  
\$5.44 total

Order From

NATIONAL



DISTRIBUTOR

P.O. Box 622 KC

Toccoa, Georgia 30577

# Don't Fly a DOG



DRESS IT UP WITH A NEW  
*Airtex* **INTERIOR!**

All Items **READY-MADE** for Easy  
**DO-IT-YOURSELF** INSTALLATION

- UPHOLSTERED FOAM CUSHION SETS
- WALL PANEL SETS
- CARPETS
- FIRE WALL COVERS
- BAGGAGE COMPARTMENTS

PROTECTIVE COVERS

RE-COVER ENVELOPES  
AIRCRAFT FINISHES  
RE-COVERING SUPPLIES

— Send for **FREE** Catalog —

Fabrics Selection Guide \$3.00

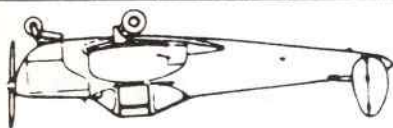
*Airtex Products, Inc.*

259 Lower Morrisville Rd.  
Fallsington, Pa. 19054

(215) 295-4115

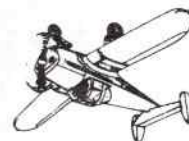


# COUPE CAPERS



FIRST CLASS MAIL

COUPE CAPERS  
P. O. Box 15058  
Durham, N. C. 27704



## National Aviation Enterprises, Inc.

P.O. Box 611462 • North Miami, Florida 33161

Jet Age Features for your Ercoupe  
*"Don't Take Off Without Them"*

- New Style Window System
- Overhead Console
- Instrument Panel Overlay
- Improved Rear Window Kit

Write for Picture Brochure

## 'COUPE SUNGLASSES

MADE ESPECIALLY FOR E.O.C. MEMBERS

\$24.95 With Protective Case

Choice of Lense Colors—Blue, Brown or Gray  
Prescription Lenses —\$44.95

SOUTHERN OPTICAL COMPANY

4152 Hwy. 278

Covington, GA 30209

Phone 404-787-5370

**Skyport**

Aircoupe Services

Division, Fox Engineering Company



Skyport is a distributorship specializing in, and limited to, Ercoupe/Aircoupe.

Skyport service includes knowhow, careful attention to your order, and attempt to make everything you may require for your Coupe available from this single source.

PHONE 517 - 782-9340

1340 FRANCIS STREET  
JACKSON, MICHIGAN 49203

*Kenney Engineering*



MODIFICATION KITS TO UPDATE  
YOUR ERCOUE

- NOSE BOWL FOR IMPROVED COOLING
- "ALON" STYLE INSTRUMENT PANEL

P. O. BOX 1451

TORRANCE, CALIF. 90505

FLY WITH

**ALON** ENGINE TREATMENT  
SPECIAL DISCOUNTS FOR EOC MEMBERS

- FAA Approved • Decreases Fuel & Oil Consumption
- Increases Expected TBO • Quieter, Smoother Engine Operation
- One Treatment Lasts the Lifetime of Engine
- Provides Added Margin of safety • Write for more Information:

Econo Systems - 745 Penny Dr. -Pgh. Pa. 15235

Information available for Auto and Industrial Applications

## ATTENTION COUPE OWNERS



**III**

P. O. Box 19022  
Greensboro, N. C. 27410

SERVING YOUR INSURANCE NEEDS  
(at Discount Rates)

Out of state calls TOLL FREE: 1-800-334-0061  
• In N.C. call collect 919-668-0464

Feel secure and insure with a professional!