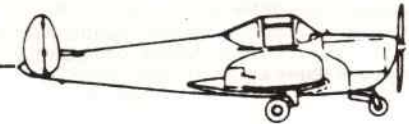


# COUPE CAPERS

NEWSLETTER OF ERCOUE OWNERS CLUB



Volume 10, Number 5, October 1981

Telephone 919-471-9492

Editor: Skip Carden



## TRAGEDY STRIKES

As I sit here and write this, I not only don't know how to begin, I really don't know what to say.

Last Saturday the Arizona Coupe Group met for one of their get togethers and our president, Jack Harkness, attended with Jimmy Funk. They flew together in Funk's airplane as Jack had his down for re-build. The day was unusually hot, 110 degrees. The strip was 2500' elevation and up hill. When the Coupers started leaving they all had trouble flying, due to the density altitude. Jack and Jim were among the last to leave and had a crash. Jim was killed instantly. Jack with a broken ankle and burns over 75% of his body was able to get out of the plane alive.

Jack, in spite of overwhelming odds, was able to hang on to life for eight and a half days giving it a valiant try, but his heart finally gave up on Monday morning, September 28th. It really came as a shock to me as I had felt that in spite of the bad reports that Jack would make it. I still can't believe that he is gone. In spite of open heart surgery, a fire that destroyed his home, and airplane problems, Jack still smiled and never complained. A man who never had a bad remark to make about anyone and who went out of his way to help his fellow man, is gone. He will be missed by all who knew him and will always be remembered by the Ercoupe Owners Club and its members. Now his wife, Shirley, is alone and I am sure that she will appreciate a card to let her know that we are all lifting her in our prayers in this time of need, when words seem so empty and hollow.

We will miss Jack as a President, a Friend, a Fellow Flier, and a Great Human Being.

## AREA NEWS

### Region 1

Dear Northwest Coupers,

Since our August lunch-in date conflicted with the Corvallis Air Show we missed a few of our group. However, we had a very pleasant gathering of a dozen or so, despite fairly heavy smog in the morning.

When we broke out of the haze south of Salem we found Ken Dame-wood's M10 Cadet, Malcolm Gibson's bright blue Alon, and Gene and Mary Dykes' newly acquired Alon parked in the Sweptwing lot. Dykes' new Alon was previously owned by Ivan Looker in Ill. and we're proud to have it in Ore. - it's a beautiful Coupe. Shortly after our arrival Hal Looper landed, having been turned back by weather a little earlier. As soon as we were settled at our table we were joined by Ira Dare, and Gordon and Marylou Shortreed who had driven in. Leroy Geddis flew in a short time later and Bob Bean was the last local to arrive. But, here to meet the group came Dennis and Carol Peterson from the Seattle area. Dennis is helping Roy develop the wing leveler we talk so much about.

Roy reported on his week at Oshkosh, primarily on the various Ultralights, which is what he went to see. He did run across several of our Ercoupe friends from various parts of the country; but, since the planes there are parked randomly, rather than by type, he undoubtedly missed others.

Once lunch had hit bottom we adjourned to the parking lot and spent quite a while admiring each others Coupes. By the time we all departed the smog had cleared to a remarkable degree - a person could actually see! Sure will be glad when the valley field burning is done.

A couple of weeks ago Roy and I came across Jack and Judith Stevens at a local restaurant, joined them for coffee, and enjoyed catching up a bit on each others summer antics. Jack sold his Coupe this spring and moved up to a larger plane but retained his interest in the Coupe as well as the "group." With any luck perhaps they'll still join our gatherings as they are able.

Our next bit of Coupiness consisted of playing host to Jim Allison from Ohio. He paused a couple of days in his cross-country flight to "talk wing leveler" and the time went all too quickly. He was a delightful guest (anyone who eats peanutbutter on his breakfast toast, does dishes, and spoils the cat has got to win a prize!) and we were truly sorry to see him depart. Jim is currently refurbishing his Coupe at home



so was flying a foreign craft, seemed to be enjoying his trip, and can't return soon enough for us.

Guess that's about it for this month. Weather willing, we'll see you all at the Sweptwing at Albany on Saturday, September 19 at Noon. Keep your Coupes up!

Roy & Eileen Wright

## Region 2

Southern California Ercoupers had their finest fly-in yet on Labor Day week-end at Hesperia, CA. Over thirty-five Ercoupe enthusiasts gathered at the airport home of Regional Director Wayne Olsen. The routine weather in Southern California at this time of year is 'Late-night-and-early-morning-low-clouds-and-fog,' and that was true of this week-end too. Few Los Angeles Coupers were able to fly-in, but many drove in, and in all, twelve coupes (and one Cessna) reached the airport.

The barbeque table was spread with dozens of choices of salad, desert, drinks, hamburger fillings, while Wayne Olsen cooked the burgers and dogs.

The Ercoupe Drivers, as the Southern California owners call themselves, discovered just how many coupes could be squeezed into Wayne's back yard. (Ten- -two others had to park in vacant lots on either side of Waynes).

Intrepid fliers, those who flew-in, were Joe and Sharon Brooks, Joe and Belle Figueras, Gary Dalluge and friend, Sally, Bill and Barbara Jacobi, Richard and Coral Moore, Chris Monday (in a Cessna, with wife, Nevada arriving later), Bud Ford, Scott Reaser, Jack Owens.

Local Coupes taxi'd in were driven by Jim and Betty Giblin, Bob and Bev Elliot, Roger and Jamie Koach, and Wayne and Evelyn Olsen the hosts.

Drivers-in included J.D. and Linda Warren, Chuck Ferris, Gary Olsen and friend, Cindy, Richard and Bev Anderson, Doug and Bev Cooke, and Frank Saletri.

Several Copies of Saletri's new book, "The Ercoupe: A Touch of Class" were in evidence and much conversation centered around Ercoupe history.

Joe Figueras conducted a "Hints and Tips" session, inadvertently, and showed a handy in-flight use for vice-grip pliers. If he gets it STC'd he will share the plans with others.

The next local fly-in is at Fox Field, and will be a Bar-be-que hosted by the Coupe Moose, Bill Jacobi. It will be on September 27, 1981. Call Bill at 805-947-9714 by September 13th if you are coming.

Subsequent Ercoupe events in Southern California are: October 4, Compton BBQ and hanger party. November 1, Tehachapi, December 5,6, Bullhead City, Arizona - overnight, January 3, 1982, Apple Valley, to set up 1982 schedule.

Tommy Boggs, a San Fernando owner of TWO coupes, writes from Canada:

100 Mile House  
British Columbia  
August 1, 1981

Dear Friends:

I started to Alaska for the summer to pan gold, but fell in love with this part of Canada about 200 miles north of Washington. 100 Mile House is a town and I have been panning on the Quesnell River about 125 miles N.E. of here.

There is a lot of fine and flake gold in the rivers and streams...only it is staked solid by the big mining companies.

So I have to be darned careful for no matter where I work, I'm on someone's claim.

There are a lot of airplanes around here. There are many lakes, so lots of them are on floats. And -I found an Ercoupe here. Sure enough, he operates off a 2,000 foot strip at 3,050 feet elevation. He has it painted in airshow red and white sunburst colors, CF-VFF. Belongs to a man by the name of Dave Dee.

It has an 85 horse, but he plans to install an 0-200.

Also there is an old Champ here with a 150 hp. You should see him get off a small strip.

I am going to try to get down to Abbotsford for the big air show. I'm not too far from it.

See you in September,

Tommy Boggs

## Region 7 ARKANSAS PICNIC FLY-IN

Dear Skip,

Wow! What a Fly-In! We really had a great group at the Arkansas Picnic. 94 registered. 30 airplanes, 17 of which were coupes.

Awards were presented for distance flown: 1st place, Jack & Ellie Trnovec; 2nd place, Jana Ross; 3rd place, Cliff Sinclair. Distance driven were: 1st place, Carter & Gladys Bradley; 2nd place, Charles Grice. George Moore won the door prize - a propeller for his wheel chair. Late arrival award goes to Jim Jackson of Spirit Lake, Iowa.

Ercoupers present were: Fred & Dorothy Weick, Vero Beach, Fla, and daughter, Betsy Briguglio, Silver Spring, Md.; Carter & Gladys Bradley, Roanoke, Va; Charles Grice, Dalhart, Tx; Jim Folks, Heyworth, Ill; Vern Flanders, Bloomington, Ill; Ed & Lorraine Stamm, Euless, Tx; Fred & Carolyn Shannon & son Ikey, Dallas, Tx; Boyd & Betty Bibb, Okemah, Ak; Jack & Sandra Smith, Memphis, Tn; Lisa & Margaret Phillips, Pickins, Ar; Jerry Franklin & Martha Davis, Oil City, La; Leonard & Judy Wilhelm, Ft. Smith, Ar; Tom & Bev Butler, Eureka Springs, Ar; Marvin Homsley & Paula Johnson, Little Rock, Ar; Jack & Elke Trnovec, Marengo, Ill; Jana Ross & Chuck Coleman, Houston, Tx; Cliff Sinclair, Birmingham, Al; Les Ledbetter, Topeka, Ks; Ray Heberer & Jerry Cololasure, Maplewood, Mo; George Moore, Red Banks, Ms; George Gallaspy, Oklahoma City, Ok; Bus & Gloria Bell, Bismark, Mo; Erick & Kenneth Anderson, Tulsa, Ok; Rocky Thornton, Oklahoma City, Ok; John & Carmelita Gaither, Shreveport, La; Wayne & Roslie Short, Bismark, Mo; Dean & Darla Brown, Memphis, Tn; Eddie & Nita Hearn, Booneville, Ar; Cliff & Billie Sims, Magazine, Ar; Bill Goodson, Havana, Ar.

We surely want to thank each one for coming. Also for all the help in the kitchen and at the grills and registration desk. The Contribution Can was very much appreciated. Thanks To All.

Have had several letters wanting to have another one soon. We always have a group here on Thanksgiving, so get yourselves in gear and come on down. A 4 day weekend is a great time to come to the country.

Ercoupers are really a great group.

Leonard & Laura Page  
Belleville, Ark  
501-495-2647

P.S. Everyone landed on our strip.

## ARKANSAS PICNIC

Dear Skip,

I have never taken a lesson in my life, don't belong to any flying clubs and was at two fly-ins in my life and one of those was when I was too young to remember. So, when I planned to be in Arkansas for the Arkansas picnic and found out that so many were expected, I didn't know what to expect. I have never known up to one hundred people to get together, on a farm, in a two bedroom home, and all the heat, to have such a good time. I think that everyone there should be congratulated for pitching in and making it such a success.

I hope that everyone will pitch in and come and make the 6th Annual Picnic as big a success because nobody loves having you all here more than my parents, Leonard & Laura Page.

Luella J. Widger  
Lakewood, CO

Skip:

Leonard and Laura's Arkansas Picnic was a fine fly-in. Of course, with Fred and Dorothy Weick there as the honored guests, how could it be any less? There were a lot of crazy coupes up flying around all over those beautiful Arkansas hills. The weather there was perfect, the food delicious, the crowd friendly, well, all but for the Houston weather coming home, it was a perfect fly-in. I really enjoyed it. Leonard and Laura really worked to make it enjoyable for us all. A big thanks goes to them.

## AREA NEWS Region 9

In Region 9 we are getting ready for our annual Camden Fly-In, October 16-18th. We hope to have coupes there from Virginia, North Carolina and South Carolina. Wally Coleman, South Carolina wing leader and the Founder of the Palmetto Air Force, has promised to have his Squadron on hand with some other Coupes from the area. The Virginia Coupers with wing leader, Carter Bradley, have also promised a good turnout for this meet. As before, we will be meeting as guests of the EAA Antique and Classic Chapter No. 3, who have graciously invited the twin tailed tigers to join with them and their fine Antique and Classic Aircraft.

The program is as follows, Early Arrivals Friday afternoon—Call me at the Holiday Inn in Lugoff, S.C. before 7:00 and we will meet for an informal dinner at around 7:30, with vintage airplane films to follow. Saturday, join up with the Ercoupe Owners for an informal Lunch at a nearby restaurant—Transportation will be provided to and from. Saturday nite EAA Banquet and Awards. Sunday, return home. Every Coupe in attendance will receive a special dash plaque for attending. Plan now to make this one the best yet. See Ya There

Skip

## AWPA NEWS

Dear Skip:

I've got a little story to tell that may be of interest to our club members. As you know, the American Wheelchair Pilots Assoc. is located here in Phoenix. This organization was founded back in 1972 with





the help of Howard Treadwell of Largo, Florida, a coupe driver from way back. The organization offers those with a physical handicap, and an interest in aviation, to join with others in the quest to fly. Several of the members are licensed pilots, others are students, while some, due to their particular handicap cannot pass the necessary physical to hold a license. However, we are all bound together by a common love, the sky. The association owned and flew a Cessna Cardinal for about 5 years. Dubbed "Wheelie I," this aircraft, equipped with hand controls, did yeomen duty over the years, seeing it's share of hard landings you can bet, a fire in the engine compartment on one occasion (no serious results) and many, many, hard hours. By 1980, the Association felt that the ol' gal had seen her better days, and faced with a very expensive major, it was decided that we should sell, take our equity, and look for something else, smaller and less expensive to maintain and fly.

As you know, I learned to fly in a coupe ("Red" Wards) long after I became confined to a wheelchair, and during the past 7 years have enjoyed owning my own (N51BW). Yours truly, with the help of Jack Harkness and a select few were able to convince the Association that the coupe was more than just "A cute little airplane." The Board voted to look for a good coupe and put Yours Truly in charge of a committee to find same. I informed the members of the Arizona Coupe Group at our next meeting that I was looking for a "Cherry Coupe," and asked for their help in locating one. Would you believe that within 3 weeks we had found, bought, and hangared at Scottsdale Airport our own little "Wheelie II!" There are things that must be done to the coupe, such as installing a hand-operated brake, shoulder harness, and a major item - a door. I have been fortunate to be able to climb "up and over" when boarding my coupe, but there are many in the Association that find this impossible due to their particular disability. We hope to install a door such as the one that Howard Treadwell had on his coupe.

I've enclosed a couple of pictures of "Wheelie II," a 1946 41SC, N-87337. It's a rag wing with 85 HP, Cleveland brakes, Alon front fork and panel, and as you can see, it's super sanitary! The lower picture shows just a few of the folks that are eagerly awaiting the mods to be accomplished so that they may share in the fun that we coupe owners have known so long. In case you can't see them, there are a lot of smiles on those faces!

Looking forward to seeing you again when you're out Arizona way.

All our best,  
Bud Warner

Box 2996, New River Stage I  
Phoenix, AZ 85029

## COMING EVENTS

Dear ErcoupeOwners Club

On behalf of the Arizona Council of EAA Chapters, I would like to invite you and your members to attend the 10th Annual Copperstate Fly-in. This event will be held October 16th thru October 19th, 1981, Marana Airpark, Marana, Arizona.

From it's inception, the Copperstate Fly-In has been designed to appeal to the flying enthusiast. This atmosphere is deliberately casual, starting with an informal hanger party, Friday night. Planned activities are kept to a minimum to allow plenty of time for flying at any time. Judging is held on Saturday with the awards presented that evening, at an informal ceremony.

The location, Marana Airpark, has proven an ideal site for our fly-in needs. Located just west of I-10 Freeway north of Tucson, it is a former Air Force Base with light, regular traffic patterns, plenty of

paved parking, food, and limited housing is available at the field, and camping is permitted. Friday arrivals should be alert for military aircraft which can use Marana for practice approaches.

There seems to be something magic about 10th anniversaries, as though reaching that milestone means you have finally "arrived." We sincerely invite all of you to celebrate this event with us and help launch this Copperstate Fly-in into it's second decade.

Stan Loer, chairman  
1981 Copperstate Fly-In

## COME ONE, COME ALL 4th Annual Midwest Regional Fly-in, Drive-In or Walk-In October 10-11, 1981 Starchief Aviation" Jacksonville, IL

Unicom 122.8, VOR or Field 108.6. Located St. Louis Sect., paved runway length 4000, grass runway length 3300. Fuel 80 & 100 Octane. Bring own tie downs (No tie down fee). Early arrivals Friday, October 9, 1981. Transportation to and from airport. Trophies awarded Saturday night at the Banquet. For Motel Reservations Contact Motel 6 - Phone 217-243-5322.

Please identify yourself with the "Ercoupe Owners Club" or you may not get reservations as they are reserving the motel for the EOC. If you need more information you may contact John & Rita Wright, 4 Flossmoor RR 6, Springfield, IL 62707. Home - 217-546-0585 Work - 217-782-6415.

## MORE ON LA PAZ TRIP

Hi Skip,

Just received final confirmation from John Riffe in LaPaz.

We will be staying at the Hotel Las Gardenias, right in the middle of town. It's a real nice place. We stayed there last year.

The price is \$10.00 per day per person.

Send your \$50.00 deposit to: John Riffe, P.O. Box 600, LaPaz BCS, Mex., Telephone 2-31-13.

It looks like we are going to have a very good turnout on the flite, Nov. 7.

For you Patch Pilots - there's no way you can get lost, so come on along.

Remember, reservations are limited, so get your deposit down to John Riffe immediately if not sooner (Pun)

The Coupe Moose  
Bill Jacobi

38545 Lamsford, Palmdale, CA 93550  
805-947-9714

## REGION 9 FLY-IN

October 16-18  
at Woodward Field  
Camden, South Carolina



Clearing Off  
The  
Editor's  
Desk

## PRODUCT REPORT

I received a letter last week from Jay Loudon, 232 E. Fudge St., Covington, Va. 24426, who wrote me concerning some trouble he had with his Volti-Cators and asked that I pass it on to you. Seems that he left his Volticator in the box under the seat in his car and the plastic case deformed. He wrote Lakeside Enterprises who make this unit and they stated that it was built to work in the temperature range of 0-100 degrees F and stated that temperatures in a closed car can reach well over 125 degrees F and suggest that it be kept in a cool place. Lakeside also agreed to repair or replace Jay's unit if he would return it to their lab. So, take note that you should protect your Volticator from extreme heat. I am also pleased at Lakeside's attitude in this case. They have a fine product and one that everyone should have available for plane or car, it can save a lot of repair bills.

Skip



BADGES

## HERE 'N' THERE

I often get many things across my desk that I would like to share with you and seldom get the chance, so I am going to give you a rundown on as many as I can. I recently got a letter from Dr. John Parks Trowbridge, MD, who has incorporated some unusual ideas into his instructions for your flight physical. The sheet reads as follows: Contact the Tower on 118.8, This section is a welcome, and explanation of the flight physical. The next is: Taxi into position and hold, this is an explanation of what to expect on the exam. The next: Hold for traffic taxiing across the runway, is another section explaining that you may need more tests from another physician, and so on through "cleared to land" the final section on the sheet which has several safety tips and words of caution to the pilot. Then there is a Happy Landings Section in which Dr. Trowbridge invites you to hanger fly with him on weekends and gives the airport address and the N number of his 1957 Forney Aircoupe. A real clever way to present the physical exam to pilots and new pilots. Thanks to Dr. Trowbridge for sending this in, and many happy landings to him and his staff.

Do you have your Ercoupe badge? If not, the good folks at Armata, P.O. Box 22221, Milwaukee, Oregon, will be glad to send you one for only \$2.00 ea. These are individually hand painted and include your name with a safety pin clasp. For more info write them or send in your order, they also have brag bars and hanging bars for the badges.

Joe McCawley just sent me several items of interest: Wings and Wheels Museum in Orlando, Fla. is closing. This museum is the same one which was located at Santee, S.C. many years ago and had been re-located in Orlando by its founder, Dolph Overton. Efforts to find another location for the museum were unsuccessful and it will now be closed for good. The Orlando Airport Authority had cancelled the lease with Wings and Wheels. It is a shame for such a fine collection of old planes to once again be withdrawn from view. Dolph, an avid collector, had many one of a kind airplanes on view at the complex. We only hope that they will be placed in other museums and be put on display.

Rent a Beast is the way the ad reads for an auto rental firm in Charleston, S.C. and they have a wide range of vehicles ranging from a suzuki motorcycle to a Jag 4 door and all available for the low price of \$10.00 a day with unlimited mileage. They even have a 75 Lincoln town car or a 77 Coupe DeVille and all guaranteed to be in good mechanical condition and you can apply your rental toward future purchase. What a good deal for pilots! I am sorry that they don't have a national chain!!

In closing, we have the following: A/B Associates, Box 23, Harrison, N.Y. 10528, has asked that we announce that they are interested in publishing poetry and prose and humorous stories and cartoons and ask that you send in your material with a self addressed stamped envelope for your reply. It is obvious that they haven't read Coupe Capers and read the humorous stories and poems that we have, not to mention George Holmberg's neat cartoons. Well, fellers, why not send them some Coupe material. We have the best writers and cartoonist in the country. Even Bud Warner could send them something that I am sure would blow their minds, and Chuck Ferris' "George and Mabel" would have them in stitches. You see, we really don't realize what talented people we have in this CLUB!

More later.

Skip

## SUPPORT YOUR ADVERTISERS

We have lost two advertisers this year. One said that due to only two sales from the EOC and the other reporting generally bad Aviation Sales. When at all possible, you should see if an advertiser can help you with a product or service.

One of the Advertisers that we are losing is the Engine Oil Analysis, who has a service that will give you many carefree flying hours by knowing that your engine is in good condition and not about to quit. They can spot trouble hours before any symptoms occur. The other, ARP, makes a safety product that should be standard equipment on all Coupes, the Carburetor Ice Detector. A real safety device, when you realize that you have carburetor ice, it can be too late or fatal. So read the product reports and ads carefully and SUPPORT YOUR ADVERTISERS!

## RADIO REPAIRS

I have just been through the usual hassle with the local radio shop over the repairs to my Bendix T12B ADF. I knew better than to become involved with them, but I only thought that they were going to check it out and call me. Instead they replaced two wafer switches, that a shot of contact spray would have fixed, and presented me with a bill for \$125.00. I then found out that all alignment was screwed up and it only half worked. Back to the radio shop for them to align it, another \$27.00, still doesn't work right. Back to the radio shop and a cold solder joint is found. I have now had the ADF in and out of the Airplane a total of 4 times and the low band is still not right. It picks up the alternator, which it didn't do before.

The point to my story is that I should have sent the unit back to Bendix and had them repair it. It would have taken two or three weeks, but so what? It took over a month to get it working again. Also, it would have been repaired by people who know the unit and would have been factory warrantied.

If you have any radio problems and the radio is of current manufacture, then send it back to the factory. The results more than make up for the wait. They have the parts, the knowledge and the skill to repair it and do it right. If you want, they will usually give you a collect call with the estimated charges before they do any repair. The only charge at that point is for their check up, usually \$25.00, money well spent. From now on I will send my radios back to the guys who made them when they don't work right and I would advise you to do the same.

Skip

Once again it is my task to inform you of the passing of another of our members. Jimmy Funk, who was the pilot of the airplane in which Jack Harkness was a passenger. Jim and Jack crashed while departing from Carefree Airport at Scottsdale. Jimmy was a new member and I had not met him personally. I am sure we will all remember his wife and family in our thoughts and Prayers. Jimmy will be missed by his fellow Arizona Coupers and fellow pilots.

## FROM THE MAIL BOX

Hi Skip!

I sent the memorial in Jan's name to Carl Hall for the Archives Fund as you suggested.

I saw Leonard's Dirt Dauber last month for the first time. I then went to work on the next logical step for the "Wasp." Photos enclosed. I hold the S.T.C. on this and Leonard wants to pay me 1200 Rhode Island Reds for it. At this rate we are not going to make a deal.

The other photo is of a 9" dinner plate made by Syracuse China for the original Erco plant cafeteria. It is a sample plate. Maybe Fred or someone would know if it was ever used in quantity in the plant cafeteria. I have had it for over 20 years. It is hanging in my living room and is not for sale.

"Hi" to Carolyn!

Best Regards  
Dan Dreeben and "Dumbo"

Dear Skip,

I should like to add more to the discourses on A.D.F. navigation with a novel suggestion. Suppose your home airport does not have its own radio beacon. How convenient it would be to have one. Trade-a-Plane advertises such ground unit beacons that bat out only 10 to 20 watts and cost \$1500 or more. What an unreasonable price when for some junk parts from an old T.V. and less than \$20 worth of parts you can make your own 200 watt transmitter and you do not have to be a professional technician to build it.

You need the following junk parts: 750 volt transformer from an old color T.V., two tuning capacitors from an old A.M. radio. 5 watt resistor 10ks to 25 ks from an old T.V., two capacitors that can hold 1000 watts, from .0047 to .01 picofarads. Ferrite antenna rod from A.M. radio, empty toilet paper roll, tube socket that fits 811A triode.

You need the following new parts: 811A triode, roll No. 22 enamelled wire, chassis on which to mount the whole system.

How to adjust it: Plug it in, tune your A.D.F. to the frequency you want to use, adjust the two tuning capacitors on the transmitter until you hear a loud buzzing sound in the A.D.F. and until the tuning capacitors are just barely beginning to have an occasional blue spark jump across them. Carefully clean all fingerprints off and see to it that there are no witnesses before using it. You can recognize your home made homing beacon by the loud buzzing sound when you tune it in.

This beacon can also be used to silence an inconsiderate neighbor's offensive radio or T.V. But for T.V. you need to adjust for sparks across the tuning capacitor plates.

Finally, beware of the wires connected to the plate of the tube. They peak out at 1000 watts.

Sincerely yours,  
Barney Vincelette





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

1959 Forney N7563C, 90 hp, 12F Continental, 1400 hrs TTA, 100 hrs SMOH, just annualled. All Ad's complied with, 2 new slick mags & harness, all new plugs; new brakes, new Genave Alpha 200B Radio, wheel pants, bucket seats, white paint, red trim. This plane flies and looks new. \$8,000 firm. Will deliver for expenses and return trip. No collect calls, please. John Baade, 515 S. Oak Drive, White Bear Lake, MN 55110 (612) 429-6814.

Bendix 221-A, 360 ch. COM unit. This is a small transceiver measuring 2½ high, 3¼ wide and 11 inches long, all solid state, with a 7 watt transmitter. It was reconditioned at the Bendix factory over a year ago and has not been used since. I will include the power connector with each attached wire identified and a hook-up diagram. \$265.00. Jim Cox (602) 271-7771 (office) (602) 973-6118 (home).

1966 Alon AZ Serial No. A-172 1800 hrs. T.T., 700 hrs. since top overhaul, fresh annual inspection, King 150B, Narco MK 4, Good condition \$7500. Richard Roberts, 209 Schrum Drive, Whitmore Lake, MI 48189 (313) 449-4723.

"N3616H" is for sale. It is the one I was rebuilding - it has ALL parts except engine. Another fuselage (not rebuildable) and an excellent tail cone go with it. \$1,700.00. Dave Blankenship, (702) 385-0607, 6-10 PM Pacific Time.

1958 Forney F-1, 1092 TT, 70 SMOH, Edo Air 360, AT 150, Narco Transponder, excellent condition. Will sell with fresh annual \$7500.00 firm. Coley Langenbach, 4001 N. Howard, Tampa, FL 33607 (813) 870-3581.

## WANTED

Set of Landing Light Fairings for 1948 Ercoupe. Phone collect, Bob Buckner (714) 291-8790.

To buy late model Ercoupe or Alon. Must be IFR equipped with rudder conversion. Willing to pay premium price for aircraft in top condition. New flyer, but love Ercoupes! Please write giving me all the facts. Photos will be return. Your best price. Earl C. Kegg, 8215 Burnley Road, Towson, Maryland 21204.

Left wing (fabric) for Ercoupe 415C. Have slightly damaged, uncovered right wing for sale or trade or will buy outright. Also want engine mount for Cont. 85-F-12 in good condition. Harry Heighton, 1501 Lake Mirror Dr., N.W., Winter Haven, FL 33880 or phone (813) 299-9554.

## "THE ERCOUBE—A TOUCH OF CLASS"

Now available. 500 pages. Hardbound. Covers the complete history of the Ercoupe from 1934 to 1970 (and beyond). Over 300 volumes sold in the first month of publication! Only about 650 volumes left of the production run of 1000! Send your check or M.O. for \$50.00 to: Agony House Publishers, 6216 Primrose, Hollywood, CA 90068. Allow 14 days for delivery (fully insured).

## EOC REPRESENTATIVES

### Region 1

Roy Wright (Reg. Dir.), 24490 S. Skylane Dr., Canby, Ore. 97013 (503) 266-9777

Ore. — Roy Wright. Wash. — Bob Packett, 4837 Sandra Ln., B remerton, Wash. 98310 (206) 377-6217. Id. —; Ak. —

### Region 2

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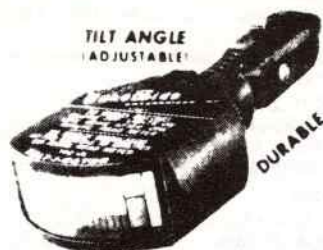
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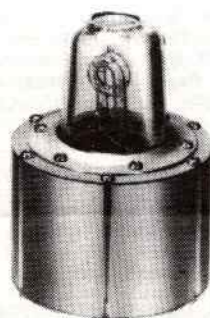
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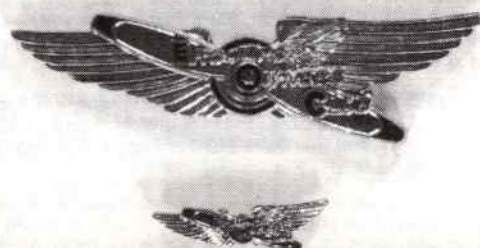
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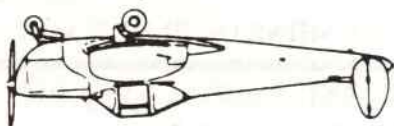
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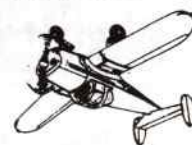




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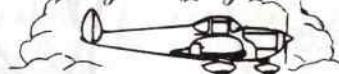
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