

# COUPE CAPERS

NEWSLETTER OF ERCOUPE OWNERS CLUB



SPECIAL FLY-IN ISSUE

6/81

Editor: Skip Carden

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

### NOMINATIONS FOR 1981-82 OFFICERS

The following have been nominated as our officers for 1981-82.

President — Jack Harkness  
Vice President — Carl Hall  
Secretary — Rita Wright  
Treasurer — Skip Carden

Any additional nominations will be accepted until July 1st, 1981. Elections will be held at Bowling Green, Ohio, at the National meeting. Those unable to attend may vote by post card, which must be postmarked no later than June 25, 1981.

### HINTS & TIPS

Dear Skip:

Seems like it has been about a year since I saw you last. The Ercoupe Fly-in at Deer Valley was another success. Jack Harkness and the Arizona Ercoupers outdid themselves again.

Here are some slides, you judge for yourself. Next month a good chunk of the Ercoupers are going to invade the Antique Fly-in at Merced, California.

We have an item that everyone should include in their annual or 100 hr. inspection. Seems as tho one of the local Ercoupers was complaining about numerous new oil leaks in his engine. I asked him when was the last time he flushed his oil breather tube. He said that he had never done it.

Upon removal it was noticed that the tube was restricted down to about 1/2 of its inside diameter. After a lot of flushing we cleared out the oily goop that had choked off his crank case breather. Now all the gaskets that were leaking had to be replaced. Some price to pay, huh!

Oh yeh, in a continued effort to keep coupes flying our little Continental engines have 2 major draw backs against their longevity. The first is that they were designed long before full-flow oil filters were in common practice. Cessna aircraft recognized this problem while using the 0-200 continental engine in their Cessna 150.

As an optional item, they had a full-flow oil filter set-up that replaced the oil screen on the little Continentals. This set up also works great in the Ercoupe. This really helps the engine stay clean inside while using the new detergent aircraft oils. The Cessna filter was a cartridge set-up and quite messy to change. The spin-on oil filter Champion No. 48110 directly replaces this cartridge and makes oil changes easier.

Next Gary Dallugge has the best cure for the next problem so far. That is the Ercoupe oil filter is about as effective as a bug strainer. His solution was to use a Cessna 150 airbox and the new "Bracket" foam washable airfilter. It seems to remove the most junk out of the air intake of any filter I've seen so far that is certified.

Try this test, I DARE YOU. Remove your airfilter and use a clean white cotton rag to wipe the inside of your airbox. Notice how filthy dirty that rag gets. Now imagine all the dirt getting thru your airfilter. This wipes out an engine in short order. It also explains why these little engines require frequent top-end overhauls. If the Cessna 150 airfilter set up is used a special duct must be made to route the air from the carb intake on the nose bowl to the airfilter. Not too difficult for a good tin bender.

Well, I guess everybody got their copy of the Airworthiness Directive 81-07-06 amendment 39-4071. How about a direct hit to the solar plexus. Looks like all the Ercoupes got a new A.D.

Well, I rushed to look up all the part numbers and my fuel pump does not apply, but being as curious as I am I didn't let it go at that. When I first rebuilt the engine in my plane, I replaced the fuel pump out of sheer skepticism. After a lengthy discussion with Wayne Olson, AKA Ercoupe Godfather, the suggested fix in the A.D. is simple enough if you can get the parts. I talked with Mickey at Nagel Aircraft Sales, Torrance, Ca. He has kit No. EQ6561 at \$8.16 an issue. May is John Nagel's 56th anniversary for being in business. They reduced prices 10 to 30%, so the part is \$6.53 this month!

Today just out of curiosity I tore my old fuel pump apart to see if I was correct in replacing it. To my amazement the filter chamber looked

like a well used septic tank and corrosion and rust left nothing untested. Strangely enough the filter itself was clean and not clogged.

Thank goodness for gravity feed nose tanks. At \$55 a whack for a new fuel pump and 100 hr. mandatory inspection of fuel pump filters the new pump looks like a better deal.

Checking the log books I have 500 hrs on the new one. If curiosity gets the best of me I'll pull it apart too. I'll leave that for the next letter.

Since I must have all 100 brain cells working at once, one more hot tip, then I'll quit. Has anyone tried to replace the oil cooler element on their original equipment oil cooler?

If you've got someone that has them in stock, buy them all. I've found what I thought was the replacement part from Wag-Aero. But when I finally received the part it had 2 more fins than the old one. Come to find out this was the cooling element for the 6 cylinder 125 hp continental. The cooling fins also had external directional fins, much like an auto radiator such that cooling air had to flow fore and aft when the cooler is mounted properly. This calls for a new "dog house" to route the air horizontally instead of vertically. This new oil cooler set up reduces oil temperature 20 degrees F. Gary Dallugge also installed it on his plane with the same results as mine.

The parts aren't cheap. Gary paid about \$250 for the bracket and cooling element.

K.C.F.  
Joe Brooks

### FUEL PUMP INSPECTION (A.D. Compliance)

I recently went through the process of trouble shooting my fuel system after compliance with the current A.D. requiring fuel pump inspection. I will outline my experience in an effort to assist others who may encounter similar difficulties.

#### CHRONOLOGY

1. I removed the cap on the top half of my fuel pump to inspect the screen and fuel chamber for debris. Considerable debris was found, so I removed the pump to facilitate cleaning.

2. I reinstalled the pump, and after test flying, observed the nose tank was not being replenished.

3. I again removed the pump, manually operated it, and observed the pump was working satisfactorily.

4. I then deduced the problem must be in the fuel line connecting the wing tank to the pump, or the line connecting the pump to the nose tank.

5. I reinstalled the pump, hooked up an electric fuel pump in series with the engine driven pump, and proceeded to pump fuel from the wing tank thru the engine driven pump, and into the nose tank.

6. I then concluded the problem must have been debris somewhere in the fuel system, which had now been flushed out. I test flew the airplane and again observed the nose tank was not being replenished.

NOTE: At this point, I had verified the pump was working OK (step 3), and that the fuel lines were clear (step 5). Also, the system had been working satisfactorily prior to compliance with the A.D.

7. I then exchanged fuel pumps with another Ercoupe, and again flew the airplane. OPERATION HAD RETURNED TO NORMAL.

#### CONCLUSION

Further inspection of my original fuel pump disclosed a slight lateral movement of the lever mechanism. Apparently, this had not caused a problem until I removed the pump from the engine, and then reinstalled it. When reinstalling it, the lateral movement was sufficient to allow the lever to move sideways off the lobe of the camshaft. This was further evidenced by a slight indication of rubbing on the side of the fuel pump lever. Therefore, I would recommend that either the fuel pump be cleaned in place, if cleaning is required, or a replacement pump be available should it be needed.

James Robertson  
4102 Defender Dr., Agoura, CA 91301

### 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.

### COMING EVENTS

1st Annual E.O.C. Weekend Cookout. Grand Rapids, Minn., June 20 & 21. Arrive Saturday A.M. Meals, motel and liquid refreshments for \$35.00 single and \$50.00 double. Contact Butch Kuntz, P.O. Box 393, Grand Rapids, Mn. 55744. Phone 1-218-326-3966 days and 1-218-326-8370 nights.

**4th Annual Fly-In  
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**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

1947 415 CD, 380 SMOH, Cleveland brakes and wheels, 9 cubic ft. luggage. Nice paint and upholstery, 2 nav com radios, strobe, polished prop, full panel, metal wings, wheel pants by Kenney, 4-81 Annual. \$6750. Will deliver for air ticket to San Diego. Richard Andersen, 1235 Granite Rd., San Marcos, CA 92069, 714-744-5631.

Airtex Ercoupe - Loaded! \$10,000.00. For information call Don Stretch at Airtex, 215-493-5636. *Crashed 6/81*

1946 Ercoupe N2627H, 415C, 85 hp, T.T. 1390. With bubble windshield, razor-back wing covering, kenney wheel pants. Escort 110, new main tank, new battery, new generator, new gasaltor, new exhaust pipes, fork nose gear, new tires. Reason for selling: own two airplanes and need only one. Annual on Ercoupe due in November. Price: \$5,000.00. Lum Estes, 214 W. Third Street, Tilton, ILL 61832, Phone 1-217-443-1668.



1946 415C N99458, Ser. No. 2081. 2300 TTAE, 35 SMOV C85-12. 100 Oct. valves. Imrom paint, ceconite wings, grimes strobe, cleveland wheels & brakes, Escort 110 Nav/Com, KT75 Trans. Post lites, new ELT batteries, new engine exhaust stacks, new carb heat muff, new ducts and hoses, new nose-bowl (not installed) Feb. '81 Annual. All AD's complied with. Excellent condition. \$8700.00. Ron Doucette, 10 Lincoln St., Canton, MA 02021 (617) 528-2920 (days) 828-2385 (nights).



Manufactured Feb. 24, 1941 by Engineering & Research Corp. Serial No. 57, NC28961. TTA&E 958 hrs. Aircraft is painted according to original color scheme and markings. New ceconite wings Dec. 1980. Aircraft has two sets of brakes and tires: an original set for static display and a modern adapted set for flying. This adapted set look very appropriate. Upholstery & interior are authentic design and in some cases original equipment. All hardware has been returned to 1941 standards. All instruments are new or rebuilt within the last 25 hrs. The engine is a Continental A-65 with a Flottorp Wooden propeller 72/48 climb pitch. The engine has 85 hours since major and is practically without leaks. Original Bendix Scintilla Mags were rebuilt 25 hours ago. Cruise speed is approx. 90 mph at 4 1/4 gph. With only 14 gallons of fuel range is approximately 250 miles w/o reserve. Price \$7500.00. For more information contact Thomas Rowland, West Texas Airport, El Paso, TX 79927.

Ercoupe 1946, 415-C, 75 HP, totally rebuilt, top to bottom, new Airtex interior, new glass, new panel, new paint, Kenny fairings. All engine accessories rebuilt and much more. Based in Burlington, Wisconsin. \$7500.00. Call John 414-763-6100.

1946 415C, 1910 hrs. T.T.A. & E., 227.6 SMOH, custom panel. Airtex lambswool interior. Sky-port 11 cu. ft. baggage compartment. MK 12 & MK 5 radios. Cessna type circuit breakers and switches and alternator. Rams horn controls, Forney type tinted windows with sun/shade, strobes. Near new wing covers, paint, battery, mags, harness, plugs. Fresh annual. \$8,000 invested. Sell for \$5995.00. Robert Duprey, 1-714-364-2777.

1946 Ercoupe 415-C, has 1237.60 Total Tach Time, 134 SMOH. Engine is 85 hp and has 100 octane valves. 6 qt. oil reservoir. Cylinders and Pistons are chrome plate. Exceptionally clean with fittings, hoses and other support systems recent. Has 20 Amp generator. Finish is white with orange trim, upholstery black and white. Strobe Beacon, Alpha 200 Radio, Artificial Horizon, Fresh Air Vent. Wings covered with Stits Poly Fibre. Asking \$8,000.00. Don Singletary, Rt. 2, Box 431, Seneca, S.C. 29678, 803-882-0999.

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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.



## WANTED

Double fork for Alon. Also rudder kit - upper cowling. Jerry Duncan, 1019 9th St., Wellington, TX 79095.

Looking for a good Alon A-2 or A-2A. Must have low to mid time AF&E. Also, a nav-com, ELT, good paint and interior, NDH. Must be a clean Alon. Call Bob DeLeon in Houston, TX. 713-782-7166 nights, 780-2398 days.

TRADE 1977 Honda Civic Wagon - newly rebuilt engine, new clutch, for Ercoupe. Paid \$3900.00 for Car, plus \$600.00 engine O.H. Phone (503) 839-4929, J.D. Cullett, Rt. 1, Box 281, Myrtle Creek, OR 97457.

## 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!

## ERCOUPE ACCIDENT

The FAA reports that an Ercoupe was involved in an accident on March 7, 1981 at Coyote, California at 1700Z. The owner and pilot was Ruben Salcido of San Jose, California. At an altitude of 4000 ft. the engine lost power and the aircraft was landed in an open field causing substantial damage and minor injuries to the pilot.

## ACCIDENT REPORT

The FAA reports an accident to a 1948 Ercoupe, N94773, owned and piloted by M.L. Marsh of Washington, Indiana on February 21, 1981 at 1845Z. The accident occurred at Sullivan, Indiana when a control cable broke resulting in a spiral dive. The aircraft was demolished but the FAA has no report on the extent of injuries to the pilot or his passenger. The Indianapolis GADO is investigating.

## ACCIDENT REPORT

An Ercoupe 415C, N99933, owned and piloted by Henry Allen of Waco, Texas, was involved in a minor accident at McGregor Airport, McGregor, Texas on February 7, 1981 at 2149Z.

On the landing roll the airplane veered off the runway and collapsed the nose wheel. There were no injuries to the pilot. The Dallas GADO is investigating.

## ERCOUPE ACCIDENT

An Ercoupe, N3727H, owned and piloted by James DAVITT of El Paso, Texas, was involved in an accident on April 15, 1981 at 1830Z at Sadens, Texas. On landing at the local airport the aircraft hit a power line and flipped over causing substantial damage but no injuries to the occupant. The El Paso GADO is investigating.

## NATIONAL AVIATION PHOTO CONTEST ANNOUNCED

A national aviation photography contest will be sponsored by the Aviation Hall of Fame of New Jersey it was announced today by H.V. Pat Reilly, Executive Vice President of the Teterboro Airport based organization.

Called the "Spirit of Flight," the contest is open to amateur and professional photographers. The deadline for entries is September 30, 1981.

To be eligible all photographs must be of aircraft including fixed wing, balloons, gliders, blimps and experimentals. The winning entries will be those that best illustrate the "Spirit of Flight."

Four major corporations are cooperating with the Aviation Hall of Fame to make the contest challenging to contestants of all ages. They are: the Minolta Corporation, Pan American World Airways, Hewlett Packard and Prentice-Hall, Inc.

In all, 35 prizes will be awarded including four grand prizes of a one week vacation for two in Buena Vista, Fla. and three top-of-the-line Minolta cameras.

The winner of the vacation for two will fly on a Pan Am jetliner from any Pan Am gateway airport in the continental United States to

Orlando, Fla. and spend seven days at the TraveLodge Tower Hotel at Lake Buena Vista. They will also receive passes for a four day visit to Walt Disney World's Magic Kingdom.

The Minolta cameras to be awarded include the new professional XG-M Camera System, complete with thru-the-lens viewing, automatic exposure, manual override and motor drive; a Minolta AF-2 automatic camera and a Minolta Weathermatic camera.

Other winners will be awarded calculators, Spectrum photography books and "Spirit of Flight" T-shirts, especially designed for the contest.

Contestants may enter as many photographs as they wish. The winning images will be chosen by a panel of discerning judges representing major aviation and photography publications, headed by Willard Clark, Editor of Camera 35.

All winning photographs will be publicly exhibited following the contest.

The Custom Pilot Shop at Teterboro Airport, New Jersey will host the contest for the Aviation Hall of Fame of New Jersey.

There will be a \$2.50 entry fee for each contestant no matter how many prints or slides they submit. The proceeds of the contest will go toward the building expansion fund of the aviation museum of Teterboro Airport.

The rules of the contest are:

1. All photo prints (color or black and white) should be at least 8 x 10 in size.

2. Every slide or print should be labeled with the contestant's name and address.

3. Checks or money orders should be made payable to "The Spirit of Flight" and mailed with photo entries to: Photo Contest Headquarters, Custom Pilot Shop, 500 Industrial Avenue, Teterboro, N.J. 07608.

4. There will be no cash substitutions for prizes. Travel on Pan Am aircraft is limited to the 48 continental United States and winners will fly from the nearest Pan Am gateway airport to Orlando, Fla. The accommodations for one week subject to space availability.

5. If contestants wish to have their photographs returned, a self-addressed stamped envelope must be enclosed with each entry.

## LIGHT OF MY LIFE

We have just received our ZIPPO lighters with the Ercoupe engraved on the side. They are available from Fran Heath and are \$6.95 postpaid. These are the brushed chrome finish and are made by Zippo, renowned for their quality lighters and their lifetime guarantee. Buy one for yourself and one for that special flying buddy.

## CLUB ITEMS

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

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

### DECALS

Vinyl (Club) \$.50 + postage

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Large Gold EOC Wings 11 1/2" (gold braid) ..... \$3.00

Small Gold EOC Wings 4 1/2" (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.

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Large Wings - \$4.50

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