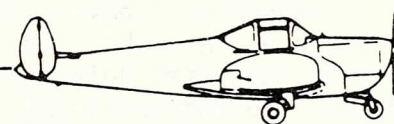


# COUPE CAPERS

NEWSLETTER OF THE ERCOUPE OWNERS CLUB

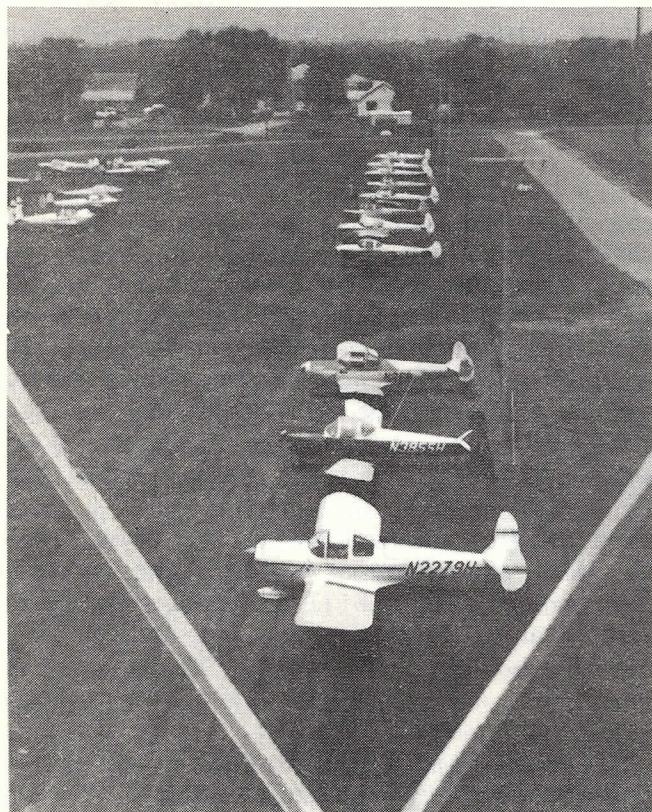


Volume 13, Number 3, August 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

## NATIONAL FLY-IN REPORT



The weather was good, the attendance was good, and the Fly-In was a real success. This year we added some flying activities to our program thanks to Vern Brown and the Minnesota Wing. They had planned a poker run, a navigation contest, and took care of the bomb drop and spot landing contest. Those that took part in the contests really enjoyed them. Vern, Rus and the others really had everything well planned and did a good job with the execution of their plans. Thanks to all of you who took part in the planning and work involved in this, really shows true ERCOUPE spirit.

We were saddened to learn that Fred and Dorothy Weick would not be with us this year. They were on their way to Minden when Fred was stricken with a unknown attack. Since they were not too far from home they returned immediately and put Fred in the hospital. After some tests it was determined that he had some gall

bladder problems so it was decided that they should operate. Once inside they found that the gall bladder was enlarged and had actually burst they removed it without any complications and he is doing well. I received the following letter yesterday;

July 11-84

Dear Fellow Coupers,

Greetings to all of you both those who were there at the Fly-In at Minden, Nebraska, and those, like us, who could not get there for whatever reason.

We followed the high spots of the Fly-In through the telephone calls from Joe B. McCawley, and thus were able to picture in our minds eye what you were doing: particularly high-lights, like a Couper sending greetings, flying at 37,000 feet, and the auction at the Awards Dinner. Sure wish we could have been there.

I cannot tell you how much we have enjoyed that one-of-a-kind booklet of pictures and signatures that so many of you signed. Believe me when I say that both of us appreciate the many kind thoughts, good wishes and prayers that have come. I am sure that Fred's good recovery has been greatly helped by them—he is well on the way.

Again with our sincere thanks and best wishes to you all.

Fred and Dorothy

I have received word that Fred went home on Friday and is doing well. Another of our members is in the hospital. John Thoms, (Uncle Sam), was taken to the hospital on Tuesday after he and I got back from Minden. We left Minden Tuesday morning and got home that evening covering the whole flight in one day. It was a long and hard trip but Uncle John made like it was a piece of cake. Then the next Tuesday after several bad days he was admitted to the hospital where he underwent immediate

surgery to remove an obstruction in his lower intestine. I have talked to him and his daughter and he had a successful operation and is doing great. He is a wonderful person and a joy to know. Send him a card or note and let him know that we are thinking about him, he says that he won't make Oshkosh but hopes to be at Tullahoma and possibly at the Arkansas picnic. The address for the Hospital is; Aiken Community Hospital, 202 University Parkway, Aiken, SC 29801 Room # 305 or call, 803-649-7911 home at 1005 Brookhaven Dr., Aiken SC 29801.

You will note that we have a lot of photos of people and very few airplanes, well I decided that the most important thing at our Fly-Ins is the people and so that is what most of the photos are about. The fellowship that was evident at Minden was outstanding, everyone had a great time and seemed to be more relaxed and casual than ever. The food was good as was the service and facilities. We even had a square dance in front of the new motel section I understand that it went real well, the board meeting got a little long and the dance was over before we adjourned.

George Gallaspy brought two of his motor bikes, (that will collapse and can be stored in the back of a Coupe), to buzz around on, a really neat way to get around. Joe McCawley and myself put on a couple of drag races and decided that they were both the same speed. George could be seen buzzing back and forth to the Motel and up and down the flight line. George was so generous that he donated one of the little bikes to be auctioned off and the funds to be placed in the Fred Weick scholarship fund. Well if that wasn't the funniest auction that I have ever seen, Joe McCawley and Ron Jewett got to bidding, and guess who was the auctioneer, yep Leonard Page, well if that wasn't a three ring circus I don't know what was. Leonard didn't want Ron to buy it so he gave Joe or anyone an additional \$20.00 to upset Ron's bid then several started putting in \$20.00 and before long there was a pile of money on the table. Well Ron just wouldn't give up and finally ended up with the bike in spite of Leonard's efforts to keep him from buying it. A word of explanation; Ron Jewett, our new president has a bad heart and is scheduled to have a heart transplant in the near future so Leonard knew that he should not be riding the mini bike and also that the operation would be

expensive so this is why he tried to upset Ron's bid. But it was all done in the spirit of Love and Fellowship that always abounds whenever Ercoupe owners gather. Thanks to George for his generous contribution, to Leonard for his humorous auctioning ability, to Ron for buying the bike and to all of you who so generously gave the final total was \$550.00, and I am going to add \$50.00 from the general fund to make it an even \$600.00.

The two persons who really gave of their time and talents at this years meet were Nancy Bayne, and Diane Shanklin. I don't know how Bill and Terry ever convinced these lovely ladies to marry them but they did and what great wives they have. Nancy and Diane took over the registration table and really did an outstanding job of keeping up with the moneys, dinner tickets and listings of who was there. These gals really took hold and put it over the top, we had not had any volunteers, and my Carolyn couldn't attend so I thought that Carl Hall and I might get the honor, but not so Diane and Nancy saved the day and did a magnificent job. This is another nice thing that happens when you attend a Fly-In, the opportunity to meet and enjoy new people and to make new friends like Bill and Nancy and Terry and Diane. Someone once put it in much better words by saying, "There are no strangers only friends that I haven't met yet."

People came in airplanes, motor homes, cars, commercial airlines, and non-Ercoupes. People came from Oregon, California, Florida, Texas, Ohio, NC and SC, Wisconsin, Minnesota, and all the states around Nebraska. Our new wing leader for Nebraska Al Baeder, invited the Governor of Nebraska, who couldn't attend and sent in his place John Auer, with the department of aeronautics who opened our dinner with a welcome. Some stayed in the motel, some camped with their airplane and some had motor homes to stay in. I was pleased to see Jim Jackson and John Thoms who have never missed one of our Fly-Ins since the first one, and I am sure that there must be others, might be nice if you would send in your name and let's print a list of all those who have never missed a Fly-In, I think that Leonard Page has made them all and Fred Weick had made them all until this year, and possibly Roy and Eileen Wright, and John and Rita, I really don't know, so send in your name and let's see who is on the fly-in honor roll.

As I put the finishing touches on this I guess that a lot of you will be in Oshkosh by now and having a great time. I know that the banquet will be a huge success and that everyone will have a ball. The Arkansas Picnic is just around the corner September 28,29,30th. at Leonard and Laura Pages place, see flyer insert,. I know that Leonard has been working to get everything ready for the PICNIC, and as usual I am sure that it will be a great event.

The AOPA has invited us to attend their Convention to be held at Nashville Tennessee October 24-27th. They will provide us with free booth space in the industry exhibiy area and will also provide us with a free meeting room to hold our own meeting in. You will not be required to register for any AOPA activities or meetings, you will have to purchase daily or package plan registrations to attend the AOPA sessions and or visit the exhibit hall area. Our members will have access to tha large industry exhibit and be able to attend many outstanding aviation programs. The headquarters will be the famous Opryland Hotel and the Marriott for overflow, camping facilities are within walking distance and the airport will bw the Nashville Metropolitan with transportation being provided to and from the Airport and Motels. I think that this is a great opportunity to promote the Ercoupe Owners Club and to get together with those who possibly couldn't make it to Minden, especially the east coast Coupers, if you are interested then drop me a line.

This is a late report on our sick, Fred is home and I just talked to him and Dorothy he is up and about and sounds great. He has had family in helping Dorothy and all is well. They ask that I express their appreciation for all the Cards letters and calls that you have sent, they were greatly appreciated. They also expressed their disappointment at not being able to attend the Minden Fly-In and being able to be with us.

Uncle John is still in the Hospital and as of now I haven't been able to get in touch with him, I guess that he is out chasing the nurses.

I just talked with Ron Jewett on the Telephone and he has passed all of his tests and is awaiting a call for the heart transplant. He said that the insurance company had come through and that he no longer had the financial problem to worry

about. Lets us all carry these fellows in our prayers and hearts during their time of need.

While we were at Minden several of us talkd with Mr. Petterson about working with the ERCOUBE OWNERS CLUB on obtaining an STC for the Ercoupe. It seems that the EAA has seen fit not to follow up on their announced program for the Ercoupe. Mr. Peterson was very cordial and we were able to provide him with the data that he felt would be necessary to carry out the project. We do not have a time schedule but I hope that will be comming along in the near future.

## *Important Notice*

### BACK ISSUES OF NEWSLETTER AVAILABLE

I have had all of the back issue of the Newsletter Coupe Capers packaged into volumes and have them for sale. Some volumes are complete and some are not, we have marked on the wrappers which issues of each volume are missing, the price is \$10.00 per volume and the volumes begin with Volume 8 and continue through Volume 12. Again none are complete some issues are missing in each volume. This is a clearance sale when these are gone that will be it so order early first come first serve, send orders to; Ercoupe Owners Club, P.O Box 15388, Durham, N.C. 27704.



from the PRESIDENTES Coupe

Well our big one is over and I suspect many of you are recovering from Oshkosh. I hope in a year or two I will be able to make that one.

While I am writing this I am about one half way thru the heart transplant test. The anegram, Tuesday, took an extended time and completely wiped me out for two days. This shuffled my tests all back one week.

Oh yes, it looks like the transplant will be completed in Phoenix rather than Tucson, which will save us a tremendous amount of duplicate living expense.

Hope all of you had weather as good as Fred and I did flying home. We stopped in Carlsbad and tied a few more loose ends.

"CARLSBAD in '85"

A Real Lively Time

Ron Jewett

P.S. Should have bought one of those motorbikes years ago!

Open letter to all E.O.C. Members:

I sincerely doubt is anyone has ever seen the day that anything could have kept this Irishman quiet until "This year's selection to receive the Fred Weick Award is. . . Bob Dermody.

Please don't take my quiet acceptance of the award as an everyday occurrence in my life! I was so stunned that, I totally ran out of the ability to say anything but "thanks" to Carl Hall.

Carl asked if I wanted to say a few words but, I felt that it was better to let people THINK I was foolish rather than to open my mouth and CONVINCE THEM.

There has never been any moment that I ever felt qualified to be considered for such an honor. One look at the names engraved, is enough to over-whelm anyone. Each and every name on there, are people whom I have looked up to with a great sense of awe and respect.

I have no idea how I'll ever be able to live up to the high standards of these men but, I sure will give it a try.

No man can do this alone so, my thank reaches out to each of you. Without you, I would never have been granted such an honor. You really did it for me!

Sincerely,  
Bob Dermody

#### TO THE EOC MEMBERSHIP

Another National Fly-in is history, and Minden '84 could probably be rated as acceptable though not spectacular. For the glitches that caused you inconvenience, I apologize; the "buck" rightfully rests with your President for '83-'84.

For those of you who did not get to attend the '84 Board of Directors meeting and as well as those from whom I received counsel during my term, I'd like to point out that my worst fears relative to some constructive proposals presented to the Board were realized. The proposals presented had to do mainly with taking the politics and the scare tactics out of Coupe Capers. In spite of my protestations to the contrary, the proposals seemed to be judged to be critical of Skip Carden. Nothing could be further from the truth, and I have the utmost gratitude and admiration for Skip and his initial organizational effort, as well as his continuing work in our organization. To those of you who aided me in the preparation of those proposals, we may take some satisfaction in the vote being only 3-2 in favor of Roy Wright's motion to "ignore the resolutions." It is my hope that we will always have the option of self-examination with a view to improving our organization.

Thank you for the privilege of serving as your President and Goodbye Minden - Hello Carlsbad.

John Hiles  
6711 Emerald Ave.  
Enon, Ohio 45323  
Tel. 513-864-1041

## Hints 'N Tips

### SERVICE BULLETIN #A1-84

from Facet Aerospace Products Co., Subsidiary of Facet Enterprises, Inc.

1410 Highway 70 Bypass, Jackson, TN 38301 (901) 423-2500

DATE: 4-84

TO: All Outlets

SUBJECT: \*Carburetor Floats

Models Affected: All Marvel Schebler Carburetors

Time of Compliance: At next 100 hour inspection or immediately if any of the following symptoms are experienced:

### PHOTO CAPTIONS L-R and Top to Bottom

I don't see Minden. . . . Do You??

Is that Minden. . . Get Lower

Must be it, the sign says so!

Now where is that runway???

Let me out of this thing. . . .

Oh, my aching back !!!

I'm still not sure this is the right place. . .

American Flight at FL 37,000 this is Minden Unicom !

Sure we've got change for \$100.00. . .

George are you sure that this is the correct engine???

Why do I always have to ride the Girls Bike???

I'll take Wes's while he isn't looking. . . .

Not everyone can fly an ERCOUE !!!


George stand in front of that extra tank, here comes the FAA!!!

Never did see the Salesman. . .

You don't have to stand at attention because it's an Ercoupe!!!

Talk about Gung-Ho. . . . .

I'm going to get some Nebraska Sun. . . . .

- 
1. Flooding Carburetor
  2. Rough engine at low throttle settings
  3. Inconsistent engine shutdown

There have been many reported instances of the molded cellular floats absorbing fluid, possibly 100LL Avgas, auto fuels, fuel additives or carburetor cleaner.

Because we have no control of the chemistry that goes into aircraft fuel tanks we feel that is mandatory to change float material. Effective immediately Facet will supply only metal floats.

The metal floats are available from your local distributors in kits:

666-915 for all MA3 and MA4 Carburetors

666-916 for all MA4-5, MA5 and MA-6 Carburetors

666-917 for all HA-6 Carburetors

\*Technical Aspects are FAA Approved

### SERVICE ALERT

(incorrect Valve Springs installed on 85hps Jugs causing Cam Failure)

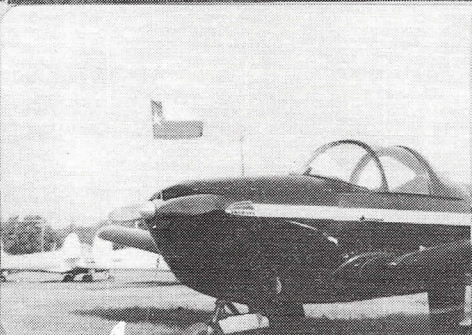
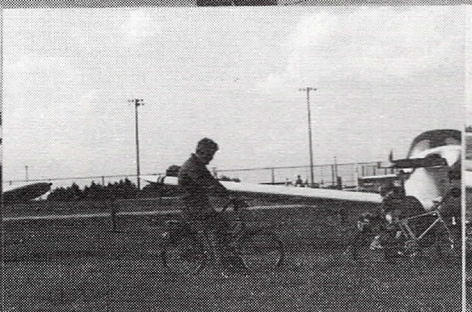
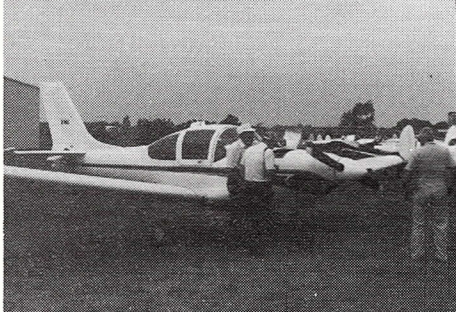
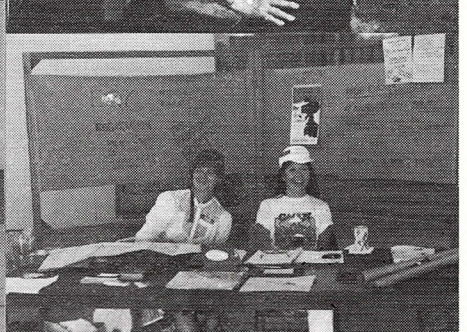
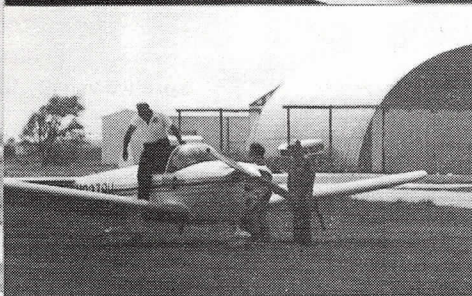
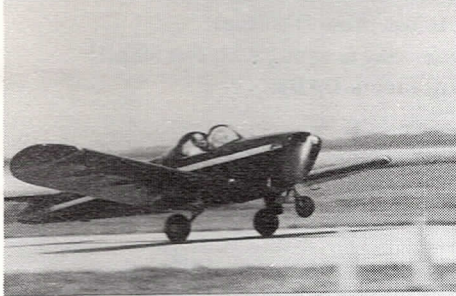
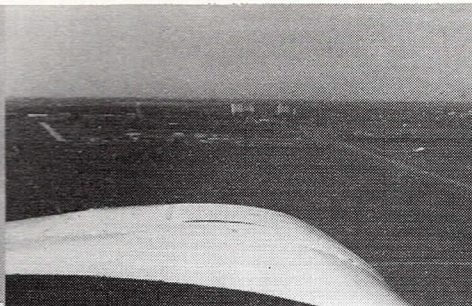
Dear Skip,

I enjoyed talking to you the other night and to find out that you feel as mad about the situation as we do. Use what you want to "Alert" as many people as possible of the Wilbur Mathis-Harrison Engine Service problem.

I will keep in touch with you on the happenings.

The enclosed letters are numbered as to their dates:

1. First letter after a few phone conversations and after Wilbur Mathis of Harrison Engine Service admitted the error.
2. After the receipt of our letter-asked me to send him a complete accounting of damage and how to put it right and he would see about paying me to have my engine rebuilt as I could find no engine in "Trade A Plane" (as he suggested I try) in the shape mine was in the beginning.



3. Wilbur Mathis of Harrison Engine Service decided to get a lawyer.

4. I, then contacted AOPA for a (so called) suitable lawyer and this letter to Harrison is the result.

5. Letter from my lawyer to me letting me know the situation.

6. My lawyers letter to Harrison setting up a settlement—  
**Note date on this letter.**

7. My copy of a letter from "Continental" and their attorneys to Mathis and his attorney (Note date) which seemed to stop everything as nothing has been done since and I have not heard anything from my lawyer even after two phone calls.

If anyone would care to call me for more information on this I would just love to let them know what the wrong valve springs did to my engine.

*Marvin L. Dunlap*

*Home-after 5:30 p.m. 231-3392 (313)*

#1

November 8, 1983

Wilbur Mathis, Customer Relations  
Harrison Engine Service  
LaPorte Municipal Airport  
LaPorte, Indiana 46350

Dear Mr. Marthis,

In reference to our phone conversation of November 7, 1983, the following information should summarize the problem.

A complete chrome major overhauled C-85 was re-installed on July 22, 1983 and inspected on July 23, 1983.

On October 1, 1983, after only 35.09 hours the engine lost power on takeoff and cleared a large building by only a few feet.

Extensive testing by the A & P proved insufficient oil to the rocker arms of #1 and #2 intake valves. Further investigation showed a **total cam failure**. A complete engine teardown shows excessive wear and abrasion on **all** moving parts by cam particles as well as revealing that **C90/0-200 valve springs were installed in four Continental C-85 cylinders by Harrison Engine Service** (Invoice #1566).

It is the opinion of the A & P and myself that another rebuild of this engine would be more expensive than an engine replacement. I feel that the replacement of this engine is the responsibility of Harrison Engine Service, including mechanics labor for diagnostic work, engine removal and teardown, as well as re-installation of the new engine.

Yours truly,  
Marvin L. Dunlap

#2

January 19, 1984

Wilbur Mathis, Customer Relations  
Harrison Engine Service  
LaPorte Municipal Airport  
LaPorte, Indiana 46350

Dear Mr. Mathis,

After our phone conversations and many phone calls in searching for an engine, I have realized that the replacement of my engine, as it was, is impossible. In the following pages of this letter I have attempted to explain my findings.

In page 2 I have listed the damage incurred and the mechanics suggestions for restoring my engine to as near the same quality as possible.

## PHOTO CAPTIONS L-R and Top to Bottom

He's taking off his What!!!

Welcome to THE NYLON HILTON. . . .

Womens Lib. . . . Men watch as women work

If it ain't a COUPE. . . Park it around Back!!!

Leonard, are you sure we won't get lost????

Yes Bill. . . A very simple Nav Problem- - -

Wait til they try to use those Old Maps. . .

I still say that something is wrong with this Map!!!

I hope we get back before DARK- - -

LOST- - - Who's LOST!!!

I think that we should send out a search party- - -

I don't think they will ever get BACK!!!

Maybe you should call the Civil Air Patrol- - -

A Cool COORS- - - For those that got back. . . .

Rus, We better go- - - Those Guys are MAD!!!

Roger, Is the POKER RUN all set???

I gotta have a drink before that Poker Run . . . .

I got an extra deck in my Coupe!!!

In page 3, I am again, sending the list of diagnostic expenses incurred as well as a list of phone expenses along with copies of phone bills. In my previous letter of 11/83 I sent you copies of the bills for diagnostic expenses.

In page 4 I have given you a replacement parts lists which includes part numbers, prices from Fresno Airparts, Fresno, CA, labor costs from Lycon of Pontiac Airport, Pontiac, MI and the labor for rebuilding and reinstalling my engine. Jim's estimate does not include the many hours in the last month that he has spent cleaning, precision measuring, microscopic inspection, talking, figuring, etc, etc, etc, which he does not intend to charge for. We have not been able to locate a source for a generator drive gear, accessory case nad rocker arms. I will continue looking for a used generator drive gear and I have found a used 0-200 accessory case and will try to make use of it if it will fit. We can use the rocker arms over by rebushing and cleaning and polishing the push rod sockets.

Page 5 is an all-around total which we would like to leave open-ended.

I will be anxiously waiting to get started on my engine.

Yours truly,  
Marvin L. Dunlap

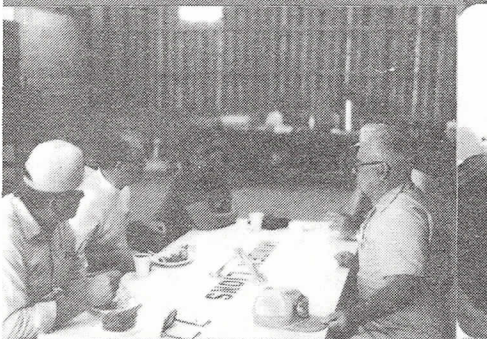
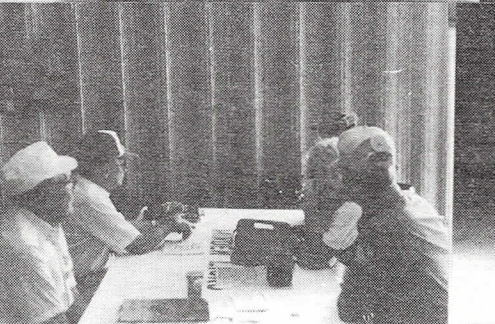
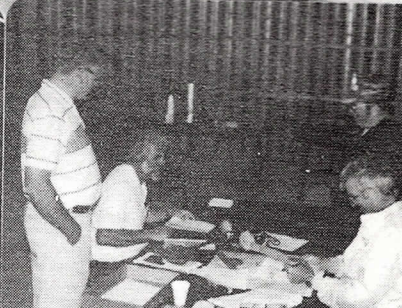
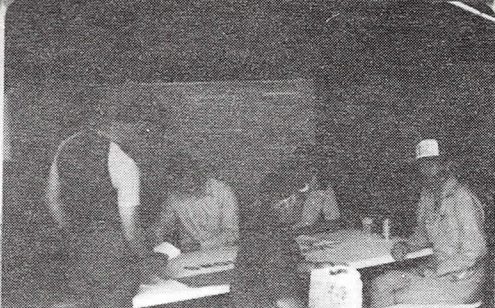
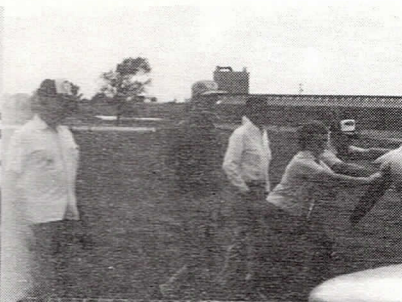
#3

February 17, 1984

Teledyne-Continental Motors  
Aircraft Products Division  
P.O. Box 90  
Mobile, Alabama 36601

Aircraft Technical Publishers  
101 South Hill Drive  
Brisbane, California 94005

Re: Harrison Engine Service, Inc.  
Our File: 6164 (V)



March 12, 1984

Mr. Edward L. Volk  
Attorney at Law  
Newby, Lewis, Kaminski & Jones  
916 Lincoln Way  
P.O. Box 1816  
LaPorte, IN 46350

In re: Marvin L. Dunlap and Harrison Engine Service, Inc.  
Your File No. 6164 (V)

Dear Mr. Volk:

This letter is to inform you that I have been retained by Marvin L. Dunlap to represent him in a matter involving your client, Harrison Engine Service, Inc.

As you are aware, my client had Harrison Engine Service work on his Continental 85 horsepower aircraft engine. As you know, the engine was put together with the wrong parts and the result is that the engine was destroyed. It will cost approximately \$4,500.00 to make the aircraft airworthy.

At this time, I find it necessary to make a demand upon your client to reimburse Mr. Dunlap \$4,500.00 so he can get his engine repaired. The fact that Teledyne-Continental Motors may ultimately be responsible is up to you.

Time is of the essence to my client to get his aircraft repaired and made airworthy. Your immediate contact would be appreciated.

Very truly yours,  
GARRIS, GARRIS & GARRIS, P.C.

P.S. If you have an insurance carrier insuring your client in these matters, please forward my letter to them and send me their name, address and telephone number.

March 22, 1984

Mr. Marvin L. Dunlap  
8181 East M-36  
Whitmore Lake, Michigan 48189

In re: Dunlap and Harrison Engine Service, Inc.

Dear Mr. Dunlap:

I have received a response from Attorney Edward L. Volk via telephone and I have asked him to put his communication to me in writing.

I am trying to negotiate getting payment of the \$4,500.00 to you and in exchange assigning any claim that we may have against Harrison and Teledyne to Harrison so that they might try to collect.

I will let you know as soon as I receive any further action in this matter.

Very truly yours,  
GARRIS, GARRIS, & GARRIS, P.C.

*From the Mail Box*

From:  
James R. Allison  
1365 Meadow Lane  
Tellow Springs, OH 45387

## PHOTO CAPTIONS L-R and Top to Bottom

What do you mean? 2 of a kind beats a Full House!!!  
Who Me? I didn't Cheat. . . .  
Don't tell them about the extra Deck!!!

Ralph came so far we had to let him win something. . .  
**THE POKER RUN WINNERS!**  
Nuff said. . . .

Would you get out of the way!, I'M Hungry!!!  
Now what are They Doing???  
Coffee is GREAT. . . .

**SMILE!**  
We'll get RUS on the way to his room and. . . .  
What do you mean My Stupid Hat!!!

Ron, I bet you tell that to all the **GIRLS**. . . . .  
Skip, Don't tell Terry what we did with the money!!!  
Who's Gonna **PAY!!!**

Now Let **ME TELL YOU** - - -  
I swear it was that long!!!  
You touch my Food again and I'll **CUT OFF YOUR HAND!!!**

Subject:  
July, 1984 Coupe Capers; letter from Elliott Brown, and other items

TO: COUPE CAPERS  
c/o Skip Carden  
P. O. Box 15058  
Durham, NC 27704

I thought I'd produce a few notes on the "Allison" four-wing-tank configuration for the benefit of the people at Minden that didn't hear the talk, and for Elliott Brown, whose letter just appeared.

In the first place, it's not really the "Allison" configuration; I merely listened carefully to Leonard Page's instructions on the phone (two years ago) and then carefully did what he told me to do.

I took a left and a right eight-gallon tank from Univair (they are square on both ends, and have the  $\frac{3}{8}$ " pipe outlet on the end), removed enough wing panel leading edge (and two ribs) to let these tanks into the wing, attached them the same way the 9-gallon tanks are attached.

The outboard tank lines come together in the fuselage to a tee, from there to one side of a selector valve. Run a line from the in-board tank tee to the selector valve. Relocate the gascolator to the firewall, near the bottom; run a line from the selector valve to the gascolator.

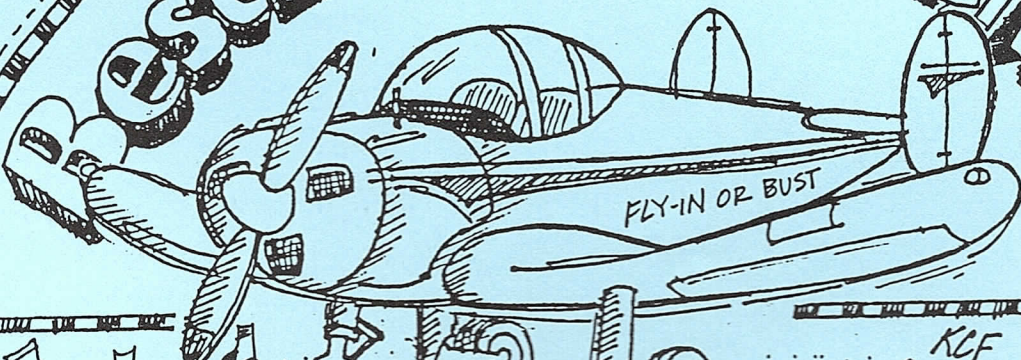
Tee off from the gascolator; one line goes to the engine-driven pump; the other goes to a new electric boost pump. Each pump then has an outlet line that goes to a tee on the carburetor. Add a branch from the electric pump to the primer pump and to a fuel pressure sensor.

Remove the five-or-six gallon lapful of gasoline and all the strings and pipses associated with it, and you're in business.

Not quite. Talk the Friendly Federals into saying it's OK. Now you're in Business.

The four-tank configuration does not make the Ercoupe a single-seater, but filling all four sure does. The weight penalty is

# Best Little Chicken Farm



## FLY-IN

ERCOUPE OWNERS CLUB  
ANNUAL ARKANSAS PICNIC

**SEPT. 28, 29, 30**

LEONARD & LAURA PAGE'S CHICKEN FARM  
RT. 1, BELLEVILLE, ARK. 72824 501-495-2647

Jana Voss '83

Honored Guests: Fred & Dorothy Weick

DESIGNER  
OF THE  
ERCOUPE

FLY-IN / DRIVE-IN □ EVERYONE'S WELCOME!

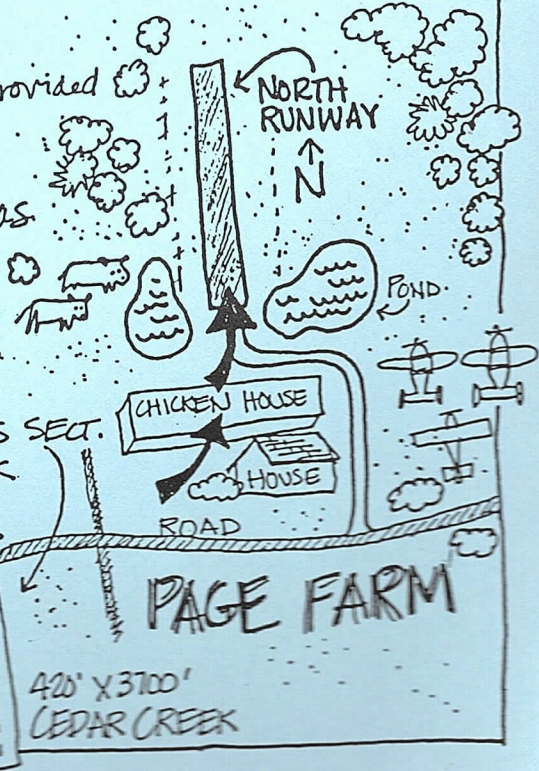
Bring your tents, bedrolls. Camping available - Cots provided

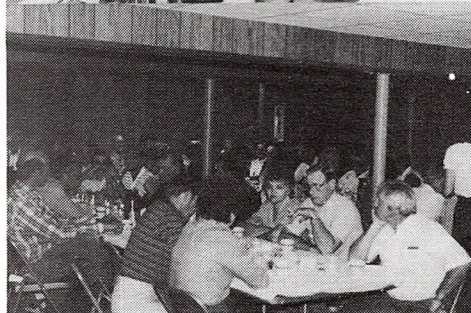
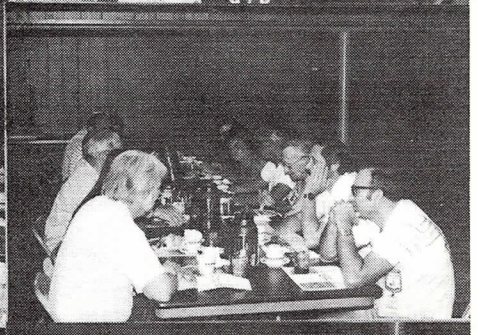
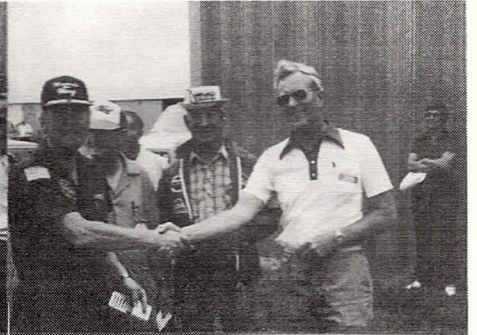
**OR** Call for reservations: Best Western Motel  
mention F.O.C. Dardanelle, Arkansas  
for 20% Discount 501-229-4118

COOK OUTS, HAPPY HOUR, LIVE MUSIC. ALL  
MEALS ON FIELD ARE FREE — **FUN!**

**LOCATION:** CEDAR CREEK RANCH - MEMPHIS SECT.  
1/2 WAY BETWEEN LITTLE ROCK  
AND FT. SMITH, ARK. ON  
V-74 AT DANIL INTERSECTION.

PAGE'S FARM - 3 MI. EAST. SOD / PRIVATE. LAND  
TO THE NORTH - AT YOUR OWN RISK. OR LAND  
AT RUSSELVILLE (PVT.). A/C TRANSPORTATION  
PROVIDED. — FLY DOWN RUNWAY AT CEDAR CREEK  
TO NORTH. TURN E: OVER ROAD @ N. END OF RWY.  
GO 3-4 MI. TO FARM. UNICOM - 122.9





about ten pounds, for which you get no fuel in the lap plus a wider choice of range vs. payload.

The status on mine is that my one-time STC is approved (I think) and other STC's are in the process of approval. I'm flying currently on an Experimental Airworthiness ticket

I'll have a printable schematic drawing in a couple of months.

## For Sale

**FOR SALE:** 1965 Alon A2, N65602: Excellent condition, original paint, fresh annual; T.T. since new 847, C-90 Engine, good compression, less than 5 G.P.H. at cruise, Collins (720) Navcom; Genave (720) Navcom, dual Omni indicators, X Ponder, digital ADF, Collins D.C.E. (Poor Mans DME) Audio panel, Hush-A-Com Intercom with Dual Headsets and Mikes, glide slope receiver; 3 LMB; Yoke mike buttons, 2 Axis Autopilot (Brittan Accutrac); E.G.T. on all cylinders, C.H.T., C.A.T., large oil door, shoulder harnesses, \*All lighting (interior & exterior) heated Pilot tube, electric T & B, wing tip and belly strobes, toe brakes, tie down kit, new canopy cover, tow bar, other extras. \*Won "Best Instrument Panel" AWARD at Bowling Green E.O.C. National Fly-In; all original records and logs from factory check ride to present. — \$16,900. One of the finest Alons in existence today, if interested call: Joe B. McCawley, Orlando, FL (305) 894-0066; (305) 851-0990. Call now because, after reading this description, I'm sincerely about to change my mind about selling!!

**FOR SALE:** 1946 415D Erco Coupe 85 HP. 700 hours since major overhaul engine and airframe, cecnoite wings, no radio, hanged last 16 years. Call after 8:00 PM. Lester Yost, P.O. Box #7, RD #2, Shermans Dale, Pa. 17090 Price \$5000.00 ROB Shermans Dale, Pa. 717-582-8513

**FOR SALE:** 1946 Erco Coupe 415D: 850 SN on C85 with only 70 STOH with 100 octane valves. This coupe was completely restored in 1982 including new Terra TX720 radio, rudder pedals and dual fork nose gear. \$7500 includes fresh annual. Call Jack at (303 544-1058 evenings.)

**FOR SALE:** 1948, 415E, N94783, Serial #j4894, disassembled 0-200, TT3070, 531 SMOH, fabric wings, fuselage stripped—no corrosion, bubble windshield, McCauley 7149 propeller, many extra parts and instruments. \$3500 FOB, Louis M. Ford, 5 South Broadway, Suite 200, Edmond, Oklahoma 73034 (405) 341-7502

**FOR SALE:** 1946 Erco Coupe 415CD TT1950, 750 SMOH. Bubble windshield, landing lights, Baggage Compt. New annual and paint. Must Sell. \$5500 at Hollister, Calif. (408) 623-2303 Bob De Vault (N2872H), 400 San Juan-Hollister Road, San Juan Bautista, CA 95045

Anyone in the Chicagoland area having an Erco Coupe for rent please contact Lavon Davis at 312-898-4614.

**FOR SALE:** 47 415-D Erco Coupe N3837H all metal, no pedals, metal finish. Genave 300 NAV-COM VOR. full panel. fresh annual. no damage history. C-85 1300 SMOH split seats & baggage mod. needs nothing but flying. \$7,500 firm. George Bozeman (3174), Rt. 5 Box 477, Dickson, TN 37055 615-446-4259

**FOR SALE:** rear case, starter assembly and generator for A C 75 or C 85. Generator has damage and is not usable as is. \$200.00 for all. Henry Conant Cushman Corner Weld, ME 04285 207-585-2365.

**FOR SALE:** Many Erco Coupe parts left; 3 wings 1 metal, pair of fabric ones. Complete tail, complete cowling 4 ailerons, main

## PHOTO CAPTIONS L-R and Top to Bottom

Laura, Do you really have 30,000 Chickens???

Leonard said I could have Seconds!!!

CAN I EAT NOW!

That MOB ate everything but the PLATES!!!

Welcome by John Auer, Nebraska Department of Aviation  
Best Alon

Gals get Trophys TOO !!!

John Wright a Double Winner!!

And One For You- - -

And The WINNER IS- - -

What is a, FUGGAREWE???

FRED WEICK AWARD to Bob Dermody. . .

I believe in a through pre-flight. . . .

If you need any parts call UNIVAIR. . .

In case the Plane won't start!!!

I'm tired of looking at Coupes. . . Can I go home now!

Bye MINDEN. . . .

What do you mean LOST???

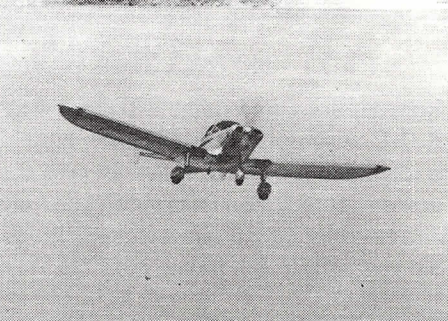
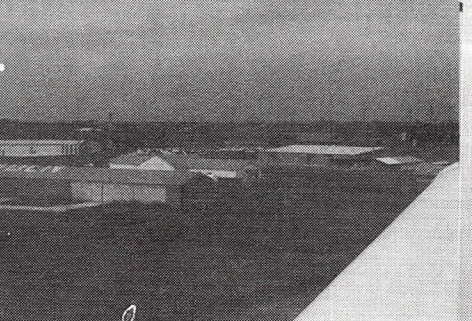
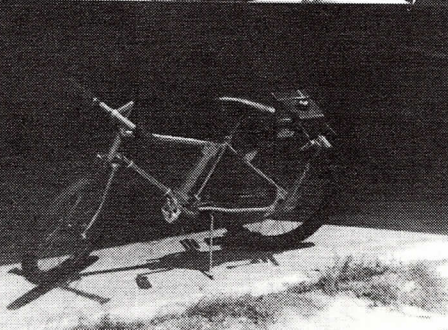
landing gear, goodyear, control mast fuselage bent center beam, 5 damaged wings, a good center beam and many small pieces too numerous to list. Come with a truck and take all for \$1000.00. Henry Conant, Cushman Corner, Weld, ME 04285 207-585-2365.

**FOR SALE:** 1968 Mooney A2A—Nose gear Engine Frame mount front of fuselage damaged. edges of wing tips damaged interior fine along with electronics. Engine C90-16 F-100 SMOH. O.K. No reasonable offer refused. John Caughlin, 2408 S 15 Street, Ft. Pierce, Fla. 33454. PH. 305-465-5256

**FOR SALE:** 1946 Erco Coupe 415C Ser. 2319. 2200TT, 150 SMOH on Continental C85. Seconite Wings. Imro Paint, Bubble Windshield, "Escort" 110 NAV-COM, King KT 75 Transponder, Grimes Strope, Post Light, New Battery, New Upholstery, C85 Has New larger Valves Allows use of 100 No Lead fuel. New Exhaust Manifolds, has forked Nose gear, Cleveland Wheels & Brakes. Asking \$5900.00. Call: Jim Gotovitch Days 617-528-2920 or Ron Doucette Eves/Wknds 617-769-3407.

**FOR SALE:** 1966 Alon A2, 90-16F Continental, less than 60 SMOH on standard engine. 100 octane valves, seats and guides, new glass throughout, buckskin upholstery, Nav-com., ADF, dual head set system. This is a strong, fast Airco Coupe which is strickly convential. Must sell. \$9500.00 Please contact C.C. Pyle, Jr., P.O. Box 1348, Jasper, TX 75951 (409) 384-6454

**FOR SALE:** Want to sell 1946 415-C Erco Coupe, All-metal—Sensenich metal climb Prop—Directional Gyro—Gyro Horizon,—vertical Speed Indicator, Omni, Narco Mark 12 radio—ELT—New Bell crank bushings,—New control rod ends, New Ailerons and rutter hinges, Bubble Wind shield, new glass all around. Extra set of tires—New Kenney panel—Less than 100 hours since top over haul. Total time on Air frame and engine 1268 hours.—868 hours since major over haul. Asking price \$7000. Ronald Vandeputte, Star Route Box 223, Clewiston, Fla. 33440 Phone—1-813-983-8776



FOR SALE: 1941 - 415C-58 Ercoupe 65 HP. Completely Re-stored - New mg vlild. 101 Ceconte through Silve appla stripped and ready for resosulg - \$3500.00 Tel - 514-722-3146

FOR SALE: ALON split elevator. Has been repaired by replacement of right side upper skin. \$175.00 plus shipping; Has to be shipped by truck freight. AC SR88 Spark Plubs: 8 for \$55.00. AC SR87 Spark Plugs: 8 for \$55.00. AC SR83P Spark Plugs-Platinum: 8 for \$95.00. Burt Ellegaard, Valley Haven Park #20, Shakopee, MN 55379 612-941-3700 days

FOR SALE: 66 Alon A-2 Mint condition in & out 2 KX145s with VORs. King Trans. ELT Full Panel, Heated Pitot, Strobes, Brittain Auto Wing Leveler New Tires & Brakes Wheel Fairings 1400 TTAE 735 STOH Everything works on this no #9 Plane. \$12,900 or \$11,900 without wing leveler or \$10,900 without one of the K145s and wing leveler. Call Frank Weatherwax, 605-339-2406. 2300 W. 41st, Sioux Falls, SD 57105.



FOR SALE: Have left and right aluminum wing tanks. Will trade for engine mount or double fork nose gear. 1059 85/01 Jerry Rexton, Rt. 6, Box 647 Piedmont, S.C. 29673 803-277-7258

WANTED: Ercoupe owner in Tucson Arizona area interested in establishing a Southern Ercoupe Owners group. Contact Ron Jewett, Pres. Nall EOC, Phoenix AS 602-938-5254

WANTED: Directional Gyro and Nav/Com Radio (919) 355-2955 EOC

WANTED: NEED URGENT: '58-'59 Foney Fuselage. Call Silas & Lecy Oliveira at 1-612-731-9177

I am looking for a C85-12 or C90-12 engine for my newest home-built project. I would prefer a run out engine in good condition. If any members can help me out, please call toll-free during business hours:

800-558-9405

Gene Santi

### FOR SALE

Subscriptions are available to the new newsletter of Region 3, E.O.C. A sample copy (10 pages, same size as Coupe Capers) is available for just 2 unused 20 cent stamps which contains new coupe technical information and pictures as well as event and calendar information. Subscriptions to it (a quarterly) are \$5/yr. Contact: Bill Bayne c/o 1733 W. Katella Ave., Orange, CA 92667.

FOR SALE: N3477-H: 1946 415 C/D Ercoupe 85 H.P. engine with 621 hours since major and 130 hours since top overhaul. Total time air frame 1342 hours. Genave Alpha 200 Nav Com radio, metal wings, large baggage, bucket seats, large rear windows and rudder pedals. Painted yellow with black stripe. \$4,950.00 Ada, Oklahoma. Call Glen Childers, (405) 436-0770 or at home at (405) 332-8321.

ERCOUPE PARTS FOR SALE (415-D Ser.#3755) NOT Wrecked.

Goodyear Wheels & Brakes	\$120.00
L&R Exhaust's Muffler, wapper	120.00
Brake Master Cylinder	25.00
Header Gas Tank - Aluminum	160.00
Wing Tanks L&R - Aluminum	165.00
Fillet's L&R-Center Section to Fuselage	75.00
L&R Main Landing Gear Legs-Upper & Lower	200.00
T-Mast Assembly	150.00
Control Mast Assembly	90.00
L&R Main Gear Fairing	55.00
Tail Cone Fairing	32.00
Elevator with Trim Tab	200.00
Horizontal Stabilator	250.00
L&R Rudder & Fin Assembly	300.00

Also have C-85-12 Engine-498 Hrs. SMOH with STD. Crank & Bendix Mags. Runs Great. Wing's-Aileron's & Other Parts. All prices plus shipping. I rebuilt a 1947-CD Model, and I installed a 0200 in it, that's why I have all these parts. Call in your needs. Gary D. Whitlow, 6425 Franciscan N.E., Albuquerque, NM 87107, Ph. 1-505-344-9460 (NO Collect Please)

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### NAVCOMS

ARC RT328T - \$875. KX145 - \$700. Mark 16/GS - \$900. RT318 - \$500. Mark 12/GS - \$550. an up, Mark 3 or 8 - \$150. an up, Genave 360/gs - \$600. KX160 - \$400. KX KX160/gs - \$550. KX150 - \$150. an up Genave 200 - \$325 an up --- KX170b's CALL LOTS MORE CALL!

### ADF's

MOTOROLA ADF - \$350. KR85 - \$600. T12C - \$425. ADF 140 an 141 \$700. KR86 ADF - CALL

### TXP's

AT6 TXP - \$275. KT76A TXP - \$450.00 KT78 - CALL Other TXP's - \$200. an up!!!

DME 190 - CALL KN 34 CALL ELT's - CHEAP MRB's - CHEAP ENCODERS - \$325.00 Audio Panels - CHEAP NAV 11 - \$55. NAV 14 - \$300. TELEX 66T Mikes \$25.00 ea!!! AIRCOMS \$225.00

Will BUY - SELL - TRADE

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## CHAMPION SPARK PLUGS

CHAMPION#	CLUB PRICE
REM40E	\$ 8.95
REM41E	\$ 8.95

Please add \$2 for U.P.S. and handling.

## BRACKET AIR FILTERS FOR COUPES

COMPLETE ASSEMBLY #	ELEMENT ONLY #	CLUB PRICE
BA-4106	BA-4108	\$29.95— 5.50

## AIRCRAFT BATTERIES

C.A.P. 25 Amp. 12 Volt 54 PLATES	\$38.50
C.A.P. 35 Amp. 12 Volt 64 PLATES	\$43.50
ALL BATTERIES SHIPPED DRY CHARGED—U.P.S. collect	

## ELT REPLACEMENT BATTERIES

Dorne & Margolin (24 mo.)	\$31.00
Martech EB BCD EAGLE	\$43.75
MERL, INC. LARAGO (24 mo.)	\$36.50
RESCU-88 NEG. GRD. (24 mo.)	\$31.50
RESCU-88 POS. GRD. (24 mo.)	\$31.50
CB fits RLB-101 (18 mo.)	\$66.50
ARCO ELT-10 (24 mo.)	\$31.50
EBC fits 102-A & 302 (24 mo.)	\$26.50
LEIGH FITS CESSNA SHARC 7	\$27.50
POINTER (24 mo.)	\$29.50
CCC CIR-10 (24 mo.)	\$39.50
CCC CIR-11 (24 mo.)	\$39.50
ALERT MODEL 50,60 (36 mo.)	\$69.95

Please add \$2 for U.P.S. and handling.

## DORNE & MARGOLIN ELT-8

BRAND NEW — COMPLETE WITH TRANSMITTER, EXTERNAL ANT., STRAIN RELIEF BOOT, CABLE, AND BATTERY. TSO-C91 **SPECIAL \$215.00**

## A-56 COWL CHAFE SEAL

USED WHERE COWL SECTIONS OVERLAP & AROUND INSPECTION DOORS. 1" WIDE ASBESTOS NIGEN CORD, COATED WITH PHENOL TO RESIST HEAT AND CHEMICALS. 15 FOOT ROLL. **\$26.50**

## TEMPO/RANDOLPH AEROSOL PAINT

GREEN ZINC CROMAT PRIMER	\$6.50
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HIGH TEMPERATURE ENGINE ALUMINUM ENAMEL	\$6.50
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1 QT. BLACK WING WALK COMPOUND (not aerosol)	\$7.55

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## WESTACH EGT KITS

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**SAVE FUEL SAVE YOUR ENGINE**

K-28 EGT KIT — GAUGE (2 1/4"), PROBE, WIRING	\$48.65
WITH INDIRECT LIGHTING & ADJUSTABLE POINTER	\$54.65
ONE YEAR WARRANTY	
PLEASE ADD \$2 FOR INSURED SHIPPING & HANDLING.	

## WESTACH CHT KITS

**FAA APPROVED — TSO-C43**  
**SAVE FUEL PROTECT YOUR ENGINE**

K-29 CHT KIT — GAUGE (2 1/4"), 18mm. GASKET TYPE THERMOCOUPLE, & ALL WIRING.	\$46.65
CALIBRATED 100°-700°F. and 50°-350°C.	
ONE YEAR WARRANTY	
PLEASE ADD \$2 FOR INSURED SHIPPING & HANDLING.	

## ERCOUPE STAINLESS STEEL SCREW & WASHER KIT

A COMPLETE REPLACEMENT KIT OF 18-8 STAINLESS SCREWS AND 100° WASHERS FOR ALL COWLINGS, TRIM COVERS, AND INSPECTION COVERS!!! **SPECIAL CLUB PRICE \$22.50**  
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A-704-000 ERCOUE (all) 48 HOUR TURN AROUND	<b>SPECIAL \$89.50</b>
WE PAY RETURN SHIPPING!! FAA APPROVED & CERTIFIED!!!	

## BLOW PROOF EXHAUST GASKETS

LYC. or CONT. — Please specify engine & number of holes	EA \$3.50
HIGH TEMPERATURE EXHAUST NUTS—NAVAL BRASS	
1/4"—28	\$ .60
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ON CLEVELAND BRAKE CONVERSION KIT!**

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### McCREADY AIR TRAC TIRES

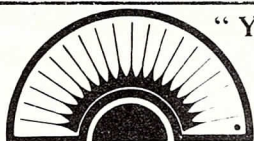
6:00 x 6 - 4 Ply	\$39.50
600 x 6 - 6 Ply	\$41.50

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600 x 6 - 6 Ply	\$60.50

NEW TUBES - 600 x 6	\$17.95
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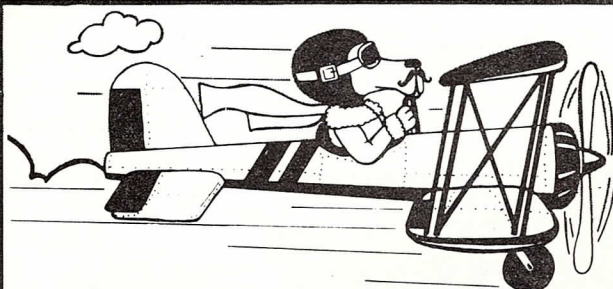
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*Ercoupe interior  
looking shabby?*

**Don't fly a dog**

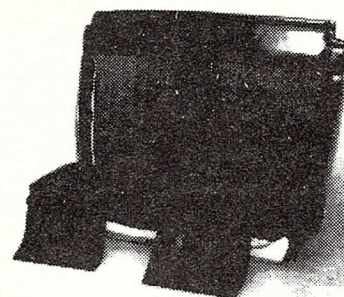
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# Come Fly With Us . . . .

## Ercoupe Owners Club

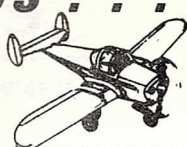
The Ercoupe Owners Club is open to anyone desiring to join. You do not have to own an Ercoupe or be a licensed pilot to join.

The Ercoupe Owners Club was founded to provide a mutual exchange of ideas, and to make available information needed for safe and responsible flight.

Membership dues are \$15.00 per year U.S. & Canada. Foreign \$25.00, which includes a monthly newsletter *Coupe Capers*. Single issue \$1.00 each.

National Headquarters are located at 3557 Roxboro Road, P.O. Box 15388, Durham, North Carolina 27704.

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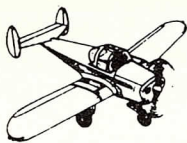
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