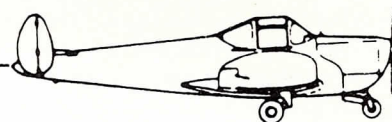


COUPE CAPERS

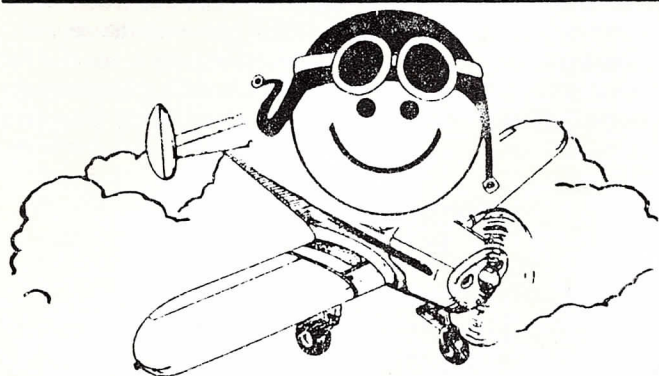
NEWSLETTER OF THE ERCOUPE OWNERS CLUB



Volume 13, Number 5, October 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden



FROM THE PRESIDENT'S COUPE

Hear Ye! Hear Ye! Hear Ye! Wing leaders and members, we have some exciting news coming your way. Possibly as soon as the next months Coupe Capers.

This will call for close-knit wing communications whereby each wing leader can be readily in touch with each of his members. Some of you wing leaders with large areas may want to request squadron leaders to assist you. Just contact me with out an outline of your area, how you want it divided and who your squadron leaders will be and how many members under each.

This program will bring our entire group closer together and create enthusiasm and activities for everyone.

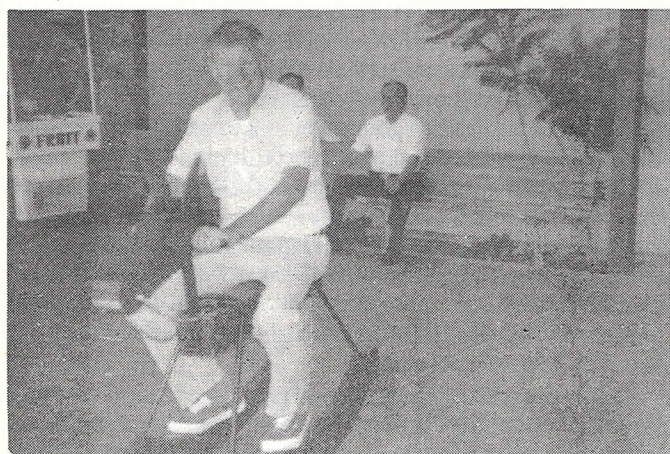
CARLSBAD IN '85!

*Ron Jewett
President - E.O.C.*

REGIONAL NEWS

Skip,

Find enclosed my renewal check — wouldn't want to miss an issue of Coupe Capers.



Who said monthly flyins cannot be educational as well as a fun time. Notice the pleased and satisfied expression on the face of Bob Elliott after his first lesson in Pine Horsemanship. One just naturally feels compelled to applaud an effort of such magnitude.



And then there is the great achievement of Jamie Koach who has just completed her first solo stationary taxi run. Such an accomplishment must not go unrewarded.

These are only two of many learning phases we in the South California group have experienced on one of our flyins. This particular one was our June Affair on an overnigher up to Nut Tree Airport at Vacaville, California. What a great place to go for fun and friendship.

As always, we do have something going every month. July was kind of hampered by not-to-good weather for a jaunt to our nearby Catalina Island. August will find us eating heartily at our annual barbecue potluck at Torrence Airport. We always do look forward to that one with a good appetite.

*KCF Roger Koach
Apple Valley, CA*

ERCOUPE MECCA IS CLOSING

San Fernando Airport (Los Angeles Area) has been sold and will cease operations as an airport on Sept. 30, 1984. All airport tenants received a 30-day notice via registered mail though the privately owned airport has been for sale for several years this sudden event has caught local aviators off guard. It was the last remaining owned airport in the busy San Fernando Valley.

As you read this many previous tenants have already sought another haven. Their near-by choices will all be a stark contrast to the old base. So long San Fernando.

Sincerely,

Perry Mullikin KCF

ERCOUPE ACCIDENTS

An Aircoupe, N3328H, owned by Donald Clark Vincent of Charleston, Rhode Island, was involved in an accident on August 19, 1984 at 4:10 p.m. local time. The aircraft experienced power failure and landed in Nini Creek park near Charleston, Rhode Island. There was substantial damage to the aircraft and minor injuries to the pilot. The Norwood, Massachusetts, GADO-is investigating. There was one passenger aboard but no report of any injuries to him or her.

An Ercoupe 415C, N99720, owned and piloted by John Thornhill of Mt. Airy, Michigan, was involved in an accident at Greater Pittsburgh International Airport on August 18, 1984 at 0030Z. On landing the nose wheel tire blew out resulting in damage to the nose gear and propeller. There was no injuries to the pilot. The Pittsburgh GADO is investigating.

THE WISCONSIN ERCOUPER

Fellow Flyer:

Our Sept. 9th fly-out to Manitowoc, while not blessed with the best of weather, was attended by the following Coupers. Sid Cohen and Larry Mausolf of Wausau in N 94196, Bud Felton of Lake Villa, Ill. in N 5473F, Herb Duescher of Luxemburg in N 99248, Jim and Darlene Dickelman of Sturgeon Bay in N 2007H, and Don Barneson of Manitowoc in N 5604F. I apologize to each of you for being unable to be present. I really wanted to be there in order to hear any and all suggestions brought up. I learn a lot by listening. I thank you Don for sending me the list of all who did manage to make it to Manitowoc.

Any of you who have children graduating from high school next June, and plan on going to college, let me know and I'll see that you get a form from the EOC in regards to the Fred Weick Scholarship Fund supported by the EDC. I cannot promise that you will get it but, you sure as heck can apply! After that, it is in the hands of the Selection Committee. Nothing ventured, nothing gained.

As of right now, I do not have any AD's or Alerts to report on the Coupe. Any that may show up after writing this, will be put in the next copy of the Coupar.

Report on patch sales — no change from last month. On hand \$13.87.

I am taking this opportunity to "Thank You" to Sheila Gamble, EDC 2941, for getting the Newsletter printed each month on a machine ready to be retired and, to Jim Fohr, EOC 0129, for supplying the mailing stickers each month. Again — thanks very much for the helping hand.

Now for a slight change of pace. I sure would like to have your thoughts on the following questions.

1. Am I scheduling too many fly-outs each year?
2. Am I selecting the wrong Sunday each month?
3. Do you have any preference of where you would like to see a fly-out scheduled? If so, where and what month would you like to use?
4. I have been approached with the thought of having a Regional fly-out for those of us who find the Nationals' too difficult to attend. What opinion do you have along this line?

Here is a list of the months for 1985 and the few that have been selected for fly-outs.

April — Open
May — Open
June — Sturgeon Bay per Jim Dickelman
July — Bayfield per Skip Allen
August — Open
Sept. — Manitowoc per Don Barneson
Oct. — Open
Nov. — Open

As you can see, there are 5 open dates for 1985. It will be to everyone's advantage if I could have your suggestion before Dec. 1, 1984. That is when I start to contact the FBO's at each of the selected airports for their approval to have a fly-out there. Not all airports like to have their facilities used in this manner. You can save a lot of time and money if you get their clearance before sending it to me. Any open date after Dec. 1 will be filled by me.

I'd much rather use your selection, after all, this is your flying club, not mine!

All these questions have been posed to you in an effort to make \$985 the best dog-gone flying year that we have ever had.

Wishing you clear skies and a good tail wind,

Bob Dermody

Last Minute Change

While at Richland Center on Sept. 23, I ran into a flyer from Prairie du Chien. He informed me that last week the airport is closed due to runway extension and repaving. So — our last fly-out for 1984 will be at **Sylvania** on **October 14**. I'll arrange for transportation to the T-Bird for lunch. See you on Oct. 14 at Sylvania.

ARIZONA COUPE GROUP REGION 2 REPORT

Hello Skip,

I would like to introduce myself, I am Stan Kilber, a new pilot and coupe member, of Phoenix, Az. I am looking forward to this new experience as a pilot and being actively involved in the Coupe Group.

So far, since I started flying in February, and joined the Coupe Group, I have found the people involved are exceptionally super nice people, they are warm, friendly, helpful and very much involved in the group. I have very much enjoyed my being involved with the group. (Except, maybe for the fact that the Coupe Group elected me reporter, I was totally honored that I was selected for the position, but was not sure if I could handle the position at this time, because of personal changes in my life at this time.) I will try to do my best to uphold the Arizona Coupe Group.

I would like to tell you a little about how I got started, in a Ercoupe. I purchased my Ercoupe (N3314H) from my brother, Ron Kilber, in February and hired Jerry Hermaner as my instructor, Coupe Group member, and a very good and patient instructor. I am looking forward to receiving my license and being able to fly-in for some of the events around the country.

During our April Fly-In, I had a fantastic time, and loved meeting all the coupers. I also had a little experience happened to myself and co-pilot Stu Tracy, that I do not care to repeat. During our poker run and on our last leg, I had to refuel the Coupe. After refueling, I preflighted the coupe (except for checking the fuel). About 3 minutes after take off, I developed engine trouble (loss of RPM). I looked at Stu and said I am going to radio in. I immediately made a 180° and called the tower. They responded immediately and gave me clearance for a straight in. After landing and taxing in, I had an emergency crew waiting for me. I jumped out of the coupe and the first thing I could think of was what had happened. The first thing I could think to do was check the fuel and sure enough, there it was. That was the first time I have ever seen water in fuel, and knew what the outcome could have been. Well to top it off, the fireman said to me, that he once owned an Ercoupe and the same thing happened to him, but only his coupe did not survive, I said, boy, that is all I need to hear now.

I drained out all of the water and then asked Stu, do we go or leave the coupe. Kent Foster who was flying just behind us, had heard our call and followed us back in. Well we talked it over and decided we would go. Kent said he would follow us back in. That was a good feeling, thank you Kent.

We made it back to Deer Valley, a little late and no winnings in the poker run, but we did win something else. We won a new experience for Stu and myself and we made it back safe.

However I was a little embarrassed, to have Stu Tracy, our guest speaker at the banquet, to go through that experience. Stu is a weather reporter for KPHO-TV 5 in Phoenix and also was his first experience in a Erco, and a dream of his to fly in one when he was a small boy. I wished it could have been a better flight, but Stu is a pilot and was a big help to me and I would not have gone on the Poker Run if it were not for Stu, Thank you Stu.

We have just recently had our annual election of officers and would like to recognize them and who they are replacing. During the short time I have been in the club, I think our past officers have done an outstanding performance in their position, and deserve a great deal of recognition. Thank you very much for your performance and support, and especially retiring President Joann Cooper.

We welcome our new officers:

President: Eric Edberg, replacing Joann Cooper

Vice President: Richard Fabsitz, replacing Eric Edberg

Treasurer: Barbara Moran, retains her position

Secretary: Fred Cooper, replacing Malcolm Woodworth

Flight Director: Larry Duvanel, replacing Mike Garrison

Safety Coordinator: Mike Garrison (new position)

Congratulations to all the new officers, you have all of our support.

Inquiries may be directed to president: Eric Edberg, 1-602-274-0071. A more detailed mailing list will be published in the coming issues of the Coupe Capers.

Sincerely,

Stan Kilber
1513 W. Helena
Phoenix, AZ 85023
N3314H

Hi Skip,

"Regional 10 News"

The May Fly-in at River Ranch was a great success. Once again we had the honor of the company of Fred & Dorothy Weick. Fred as always was very informative. We're proud to have them join us, glad they live here in Florida. 8 Coupes! Tripacer, 2 Cessnas, and a Citaborea flew in. Bob and Peg Paige came all the way from Long Island, N.Y. in their Cessna. Milt's Citaborea had to have surgery performed by Dr. Rich Simon. Milt lost his key (Sorry Milt). Dale Millington attended our Fly-in. He is interested in becoming a member.

The following attended the Fly-in: Fred & Dorothy Weick, Joe & June Linzalone, Frankie & Kelli Pendleton, Joe McCawley, Carlene & Harold Heighton, Harrison Hamilton, Judy & Rich Simon, Lutie & Hubert Fulton, Ken & Betty Ambrose, Bill & Mike Sturm, Jim & Carol McManus, George & Shirley Ashley, Ralph Johnson, Henry Newman, Galen Edwards, Al Garanson, Dick Ross, Milt & Alice Goldkin, Walt Riviere, David Flinchbough, Phil Pendleton, Galen Edwards, Peg & Bob Paige, Ivan Hwoinik, Linda Miller, Howard Gibson, Roger Wells, Dale Millington, Cal & Roger Schmidt, Betty & George Peters. A video of the days activities was taken and we enjoyed seeing it Saturday night. Thank you Joe McCawley.

Thanks to all for making our Fly-In a good one.

Joe Lingalone

P.S. And thanks to our Florida Wing Leader for bringing 12 aircraft and 40 people together for a tremendous, enjoyable weekend. Our West one is planned for early October at Kissimmee, Fl. - Dates will follow soon. What do you region 10 members think of a MONTHLY FLY-IN BRUCH, at a different location each month? Let us know soon. Thanks.

Joe B. McCawley

Mail Box

EDITORS NOTE: Some of the letters in this Mailbox are quite old, but I think that you may want to read them anyway. I hope that we don't fall this behind again.

Skip

RADIO SHOP

Dear Skip,

The following is an excellent avionics shop in San Antonio:

Mr. Johnny Millsaps

Avionics of San Antonio

1403 Northern Blvd. (Nayak hangar)

San Antonio, TX 78216

(512) 821-6220

First and foremost, in avionics, you want a person who knows what he's doing - this man does. His prices appear about right.

Keep up the good work. The newsletter is an excellent crossfeed medium.

Sincerely,

Tony Weissgarber

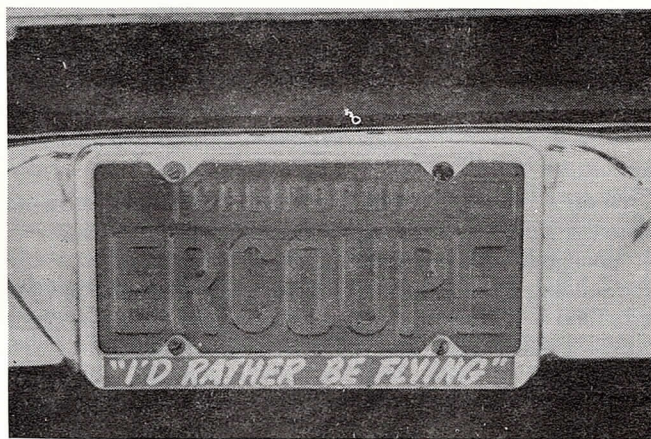
Dear Skip,

Enclosed is my check to renew my E.O.C. membership. Also enclosed is a picture of my pick-up truck personalized license plate with the letters ERCOUPE on it. I feel pretty lucky to have the only Erco plate in Calif. The 84 Arizona Coupe Fly In was terrific. Everyone had a great time. The weather was C.A.V.U. (beautiful) I feel very fortunate that my Coupe (N2585H) won "The Peoples Choice" trophy award. It also won the Best Exterior and the Best Interior trophies. I want to thank everyone that was at the Arizona Fly In.

I regret that I won't be able to make the "National" this year. Hopefully, next year.

Walt Bacon

Owner & Pilot of Erco N2585H



Dear Erco,per,

It so happens that I have obtained very, very reasonably a 1959 Forney F-1 S/N 5672 Erco,pe (Aircou,pe?) in about one thousand pieces. There is some sheet aluminum corrosion but apparently 99% of the craft seems to be collectively there. I live within walking distance of the 11,700-foot runway of the ex-AFB (SAC) at Ramey in Puerto Rico. The local A&P mechanic has offered me his consultation, know-how, guidance, tools and even some miscellaneous parts for purchasing the C-90 engine and

propeller which I am in need of. Sounds pretty good so far.

The clincher is I'm not a pilot, no do I have any experience with airplanes, much less airframe and power. So this project is parallel — to license the plane and myself.

Now I turn to you, Ercoupers. I've also inherited a pile of **Coupe Capers** from the previous owner who now lives in the states. I've been poring over them and have a few beginners' questions:

- why so many model 415-Cs?
and who manufactured them?
- where does Alon and Forney fit in?
- when and why were rudder pedals installed?
- what kind of performance can I expect from my plane?
- anything to look out for reconstruction-wise?
- where do I obtain the air-worthiness certificate and evidence of registration if the originals cannot be located?
- does membership still cost \$15.00 per year?
- are there any Ercoupers in Puerto Rico listed with your organization? I've located a Model 415-D S/N 6541 or maybe 0541 N9918, but don't know the owner yet.
- How many Ercoupes, by model and by year are there, anyway?

I'll probably have more questions as I grow along with mine. The last **Coupe Capers** is the December 1981 issue.

Can you recommend any particularly good books to read in order to reconstruct and protect from corrosion (salt-laden air is vicious) my F-1 and to help me grasp the knowledge needed to become a licensed pilot? What about good sources of good aviation books?

Simply stated, I'm in need of some beginner's orientation. My A&P mechanic says first clean the fuselage, so that's where I'm at for the moment. Next the wings. And rivets to replace — my, oh my!

thanks for listening — Standing by . . .

*Garred A. Giles
calle N #136
Punta Borinquen
Aguadilla, Puerto Rico 00604*

Skip:

First off — Thanks for the Capers! Second — the typos in the Capers are a blast — makes some of the stories really classic — don't change it — I'd miss the laughs I get from them.

I'm sending a check for \$30 for this years dues and \$15 for Fred's fund — it's the only money I spend that I get my money's worth — Thanks again. See you in Nebraska in July.

Bye now.

Bob Seng

Dear Skip,

In the latest **Coupe Capers**, you carried Harry Lapham's letter and his findings of corrosion and deterioration in the internal structure of his 415-D Sn 2369 Couple. (I don't believe that N999746!!) *Everyone* should re-read his letter six times. Down through my **Coupe** years as a member of several coupe clubs, I have had occasion to note comments by owners wanting to do structural changes that would endanger the aircraft by affecting its and your safety of flight. Most owners are involved in other forms of work, not usually aviation related. The Federal Aviation Regulations (FAR's) are not well known

to them, yet any A&P who works your aircraft as well as the IA who signs off your annual must abide by them. He has to inspect according to these FAR's to include such changes as repairs or alterations and are they in accordance with FAR 43 Appendix A & B which states a Form 337 must be created if such repair or alteration was made.

Any deviation to the approved data which built the airplane in the first place, was arrived at by approved engineers like Fred W., and then approved by the FAA again. In very rare cases will the FAA approve any deviation. We have STC's in effect but in almost every instance, a similar change existed on some previous aircraft. A one-time field approval is usually adding some equipment that was or is approved on another engine or aircraft. Example: Substituting the alternator for the old generator.

In the No. 2 section of Harry's letter regarding wing bolts, may I point out that these are AN10's and in my research through the accidents records, I failed to find any event of bolt failure. This is not to say that it isn't a good idea, but expensive. More important and usually overlooked is the steel fittings that are riveted to the wing spar and to the center section. Steel can corrode, and it usually speeds up when attached to dissimilar metal. These should be removed, magnafluxed and repainted with red oxide. The aluminum area should be Zygloed for cracks or corrosion. Replacement is easy by use of HUCK BOLTS which have a threaded nut and are easily tightened. The hex part snaps off at a pre-determined torque. These bolts are high shear strength. The adding of "reinforcement skins to questionable areas" is a Major Repair/Alteration and can only be accomplished by an A&P in the first place, and he must create a new form 337 and then the IA must sign it off. He then risks having it rejected by the Technical inspector of the FAA because the repair data was not approved by the Federal Administrator, in which case the reinforcements have to come off!! Adding holes can cause the opposite effect and actually weaken the structure. All repair must be in accordance with AC 43.13-1A or -2A. Most Coupers want to fly on weekends for fun and not get involved with the FAA garbage, but it's always there in the background and if violated, you lose your tickets. Any owner/pilot should have a copy of FAR 43 and 91. Just as important as your log books!!

Regarding the data of the non-aviation related material, you can leave it out of my copy. A local is serving time in a local Federal retention center for the same advocacy. I partly agree with the context, but this isn't the way. Regarding the ad for the 65 damaged Alon — "mechanic's joy!" — ever work sheet metal? I've never found joy in it!!! Hard work with sweat down your back, forehead and arms loosening the band-aids. They don't make jigs for alignment anymore!!

*L. E. Gallagher
1437 Morton
Alameda, CA 94501
IA 1905701*

Dear Skip,

I understand your concern over the crashes of Ercoupes and appreciate your comments. You make many "Valid" points. However, like in almost all accidents, the pilot is mainly to blame, not the Ercoupe. Nobody can blame the Ercoupe for Jack Harkness overloading his and trying to take off in too hot weather. Nobody can blame the ercoupe

because Joe Figueras (as the report stated) stalled and crashed. Nobody can blame the Ercoupe if Bud Wilkinson flies into a thunderstorm. Nobody can blame the Ercoupe if John Tusek tried to make the airport instead of putting it down at a more immediate spot. Yes, there were engine failures in a couple of cases, but with the exception of Bud's case, all were survivable. Skip, your editorial, and so far, my letter are all negative.

Here come the positive parts. As you know, the Minnesota Wing of the Ercoupe Owners Club has accepted the responsibility for the Events at the 1984 National Ercoupe Convention in Minden, Nebraska over the July 4th weekend. Under the guidance of our fearless leader, Vern Brown, there will be lots of fun, many events, prizes, etc. More on that later.

Skip, this should be the biggest convention ever in our history. Why? Because you have stirred up the concern for safety. **Every Ercoupe pilot should come.** Every wife, mother, sister or brother should urge the Ercoupe Member/Pilot to start now to save up and go to this event as not only are we going to have fun, but Vern has prevailed on our own Russ Jensen to give the safety seminar. Russ is a military pilot, a flight instructor and a knowledgeable, concerned Ercoupe owner. He gave me my B.F.R. and I learned more than all my other reviews together. Being a military man, he knows the value of keeping your plane in good condition plus knowing the value extensively training ourselves to *automatically* do the right thing in an emergency. There isn't time to read the book when an engine quits and you're dead if you lose flying speed and stall. You're dead if you try to stretch an unstretchable glide. What you should do — Russ will tell you. Every Ercoupe pilot should be there at Minden for better, safer flying. Plan now, gals and guys. An Ercoupe is a safe, sturdy plane with decades of great flying if you take care of it and fly it properly.

See you all at Minden.

Hank Taxis
N94740

MODEL WANTED

Dear Skip,

At one time I remember reading in the Ercoupe newsletter that some metal models of the Ercoupe were made. Do you know where I can get one or if anyone has one they would like to sell.

I would like to put one on the hood of my truck.

Maybe you could put this in the wanted column.

Thank you
Fred F. Sampson
35 Allman Place
New Hartford, New York 13413
(315) 735-3230

Dear Skip,

I was disappointed to see two full pages of **Coupe Capers** wasted on drivel and falsehoods about not paying income taxes. These individuals who advocate not paying would probably scream the loudest when the services that we all take for granted (like national defense, highway building, etc.) were ended.

I thought the purpose of **Coupe Capers** and the E.O.C. was for the appreciation and preservation of ercoupes, not for spreading right-wing propaganda. I dislike paying

taxes as much as the next person, but I *do* appreciate the services we all pay for.

Sydney B. Cohen
President
The Rainbow Flying Club
of Mosinee

Dear Skip,

Never have I written a publication to complain, however, the February issue of **Coupe Capers** was more than I could stand. Out of 7 pages of articles, 4½ pages were devoted to drivel that was nothing short of the maniacal ravings generally found in far right-wing political publications. Please, let that be the end of it.

I joined the EOC because I own a 'coupe, like 'coupes, like to read about 'coupes and the 'coupe doings of 'coupe people. If I wanted to read mumbo-jumbo, tickity-toobar, yak-yak-yak, I would have subscribed to something like "Plain Truth" magazine.

A Mother Company that rules the world; indeed! I have worked for a large oil company and now work for a large air-frame manufacturer, and I can say without reservation, "No way!" The different departments of large companies can't even work together internally; never could the companies themselves band together and cooperate to the extent necessary to control the world.

American companies are owned and run by Americans. Americans, like you and me, who love this screwed-up country and appreciate the opportunity it provides that enabled them to become the leaders of giant companies and get filthy rich. Oil companies don't want to rule the world, they just want to pump crude in peace and make money. Nothing wrong with that!

There is no sinister reason why the oil companies, engine and air-frame manufacturers oppose the use of auto fuel. Quite simply, they are big companies and, therefore, conservative. As such, they resist change for no other reason than to simply resist change.

They are also scared to death of being sued. Big companies are sitting ducks for product liability litigation and it doesn't take too many million dollar liability decisions to make even the most courageous corporate leader act a little snake-bit.

There is no mystery to why avgas costs \$2 a gallon. Whether avgas costs more or less to refine or is better or worse than mogas is beside the point. The point is, avgas is different from mogas and there is essentially no market for avgas. According to AOPA, as of 31 December 1982, there were only 190,284 piston-powered aircraft in the whole U.S.A. There are more cars than that right here in Fort Worth, and I know those Fort Worth cars must burn more gas than all those airplanes put together. Refining, storage, transportation, and distribution cost money. When only a little of a product is manufactured, the unit price must be higher than if the manufacturing cost were spread over a large quantity. One does not sell a product for less than it costs to make; that's not good business!

If you don't like the cost of avgas, don't buy it! I bought my 'coupe in 1976 and it has always burned mogas. The only times it has burned avgas is when it was refueled on cross-countries. Car gas works as advertised; it makes the engine run. No problems! STC's? Who cares, that's just a bunch of paperwork. Burn what's cheap and works.

As for income tax evasion, I suggest Mr. Martin try it. The income tax is legal. It was invented by a duly elected Congress and blessed by a Supreme Court that

was duly appointed by a duly elected President. Repulsive? Unfair? Immoral? Perhaps; but legal all the same.

Make no mistake, I consider the IRS among the slimiest of federal agencies; and granted they use coercion, intimidation, and a host of other objectional practices; but the legality of their basic charter is beyond question. The NCBA and Mr. Martin may be assured that vehement protest and failure to comply with federal tax laws will not precipitate a refund of any withheld moneys or cancel their tax liabilities. What it will do is offer a chance to discuss constitutional law with the three large, armed federal marshalls who drag them off to Leavenworth.

If Coupe Capers has run short of informative aircraft related articles, then perhaps I should sharpen a fist-full of pencils and write you some.

Dick Richardson
3500 Paint Trail
Fort Worth, TX 76116

Dear Skip,

Enclosed is my check for next years dues. I have enjoyed the newsletter and hints as it has helped me make it through the first year of ever owning an airplane.

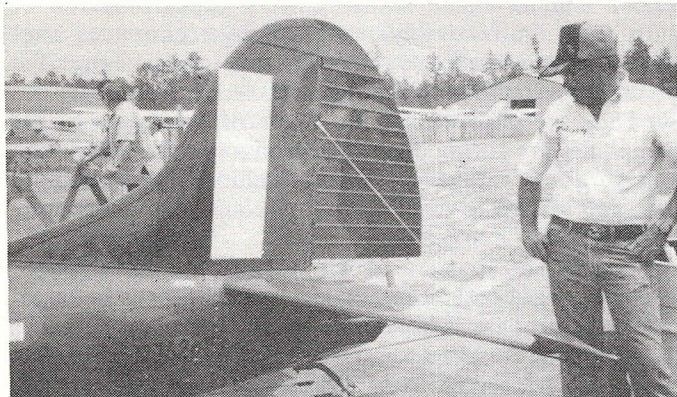
My Alon has been a good experience but not without some work. I won't go into detail of all the things I have done but I have payed my dues for a sweet running, radio equiped, Alon 0-200.

Also enclosed are some pictures of Joe Molinary "Super Coupe" from the Hammond La. Air Show. It will do everything an Air Coupe is not suppose to do.

Included is a picture of my Alon on it's trip from GA. to its new home in La.

Happy flying,

A.F. "Mickey" Genre



GEORGE FLIES BY WIRE

"Another computer!" wailed Mabel. "I'm cooking on a forty year old range, storing food in a thirty year old refrigerator, and washing our clothes at the laundromat — and you buy another computer."

"Those appliances were gifts from your family. You were glad enough to get them."

"They were third-hand hand-me-downs. We were living on a shoe-string."

"They all work perfectly."

"We're still living on a shoe string, thirteen years later, and you buy another computer."

"This is the computer age."

"How many does this make, George. I've lost count."

"Well, I started with a Radio-Shack TRS-80. Then Timex came out with one for \$99. I couldn't pass that up. When John moved up to an IBM, I bought his used Apple. One day I saw the VIC-20 in a toy store. Imagine a real computer in a toy store."

"What were you doing in a toy store."

"That's when I bought the Radio-controls for my model Ercoupe. Looks just like our big coupe, doesn't it."

Mabel was counting computers on her fingers. "So you have four computers."

"Five, counting this one."

"This is special. It is completely portable. It fits on your lap."

"You used to ask me to sit on your lap."

"This one's going out to the airport. It won't be around to make you jealous."

Mabel suddenly realized the truth in that last statement. She was jealous. She surprised herself, and so she missed the significance of that last statement.

On a calm day, weeks later George asked Mabel to come with him on a ride. Mabel thought that he meant a ride in their coupe — but he drove away from the airport to an open flat area that model plane pilots used for their radio controlled models.

"I want you to see something, Mabel."

I've already seen your model Ercoupe fly, George."

Cont. next month

AIRPORTS WITH AUTO GAS

Dear Mr. Carden,

In response to Dave Knight's letter, April newsletter, below is a small list of airports with auto fuel available to current EAA STC holders.

Auto gas available from the following airports:

Black Hills Airport
Spearfish, SD

Clow International Airport just southwest of Chicago
plans to have it in the spring.

Davis Airport, Inc.
Rt. 7, P.O. Box H
Statesboro, GA 30458

Delphi Flying Service, Delphi, Indiana
15 NE of Lafayette at \$1.35/gallon

Fall River Airport
Fall River, MA 02722
617/675-2921

Farrington Airpark
Farrington Aircraft Corp.
Rt. 3, Box 319
Padacah, KY 42001

Granville Airport
P.O. Box 183
Granville, NY 12832
518/642-1380

Great Plains Air Service, Inc.
6015 Cornhusker Hwy.
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Middlebury, VT 05740

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Lone Rock Aviation
Spring Green, WI 53588
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Tillanook Flight Ctr.
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Tillanook, OR 97141

Tylertown-Walthall County
Tylertown, MS 39667

Vernal Airport
Vernal Aviation, Inc.
Vernal, UT 84078
801/789-8157

LATE NEWS, Ron Jewett recovering after successful surgery !

A more complete listing will be printed next month

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.

WANTED

WANTED pair of Ercoupe wings in good or repairable condition. W. A. Murphy, Rt. 2, Box 263, Augusta, Ga. 30909. 404-863-7321.

WANTED: 56 and later P.A. 22. tri pacer center stack radio style dash panel and misc. parts.? Harry Flint, RRI, Box 93, Adams, Nebraska 68301. 402-788-2748 after 6:00 p.m. C.S.T.

FOR SALE

FOR SALE: 1965 Alon 620 Hrs. T.T. 215 Hrs. on majored C-90-16 engine. Original paint white with gold stripe. In nice waxed condition. Has steel landing gear, new tires, new annual at time of sale. Max Conrad bought this Alon new. It has painted on the side City of McPherson. N423LF (LF means lets fly). Max's well known motto. I am the second owner it has been in storage hangered most of the time since new. Must sell less radio. Has vac pump on britton wing levelers, removed but you get them with the plane. Pick up at Palmyra Wise. Have with you green stuff \$9,500.00 now. Stanley Gerlach Box 207, Palmyra, Wis. Phone 414-495-4349.

FOR SALE: 1965 Alon A2, N65600; excellent condition, original paint, fresh annual; T.T. since new 847, C-90 Engine, good compression, less than 5 G.Ph.H. at cruise, Collins (720) Navcom; Genave (720) Navcom, dual Omni indicators, X Ponder, digital ADF, Collins V.C.E. (Poor Man's DME) Audio panel, Hush-A-Com intercom with dual headsets and mikes, glide slope receiver 3 LMB; Yoke mike buttons, 2 Axis Autopilot (Brittian Accutrac); E.G.T. on all cylinders, C.H.T., C.A.T., large oil door, shoulder harnesses, all lighting (interior and exterior) heated Pitot tube, electric T. & B, wing tip and belly strokes, toe bar brakes, tie down knit, new canopy cover, tow bar, other extra. Won "Best Alon" at Sun 'N Fun, 1981 and "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.



FOR SALE: 1946 Ercoupe 415D: 850 SN on C85 with only 80 STOH with 100 octane valves. This coupe was completely restored in 1982 including new Terra TX720 radio, rudder pedals and dual fork nose gear, large baggage compartment, Airtex upholstery on STC'd bucket seats, AM/FM Cassette. \$6800 Call Jack at (303) 544-1058 evenings.

FOR SALE: 415C Complete w/150 hour SMOH 85 Cont., metal prop. radio (old style). Serial no. 474 dismantled for painting and wing lower. Not wrecked. Split elevator. One 415C Serial No. in the 4,000 w/damaged aft. tail cone. 3 wings many cauling parts and misc parts. new hat shelf metal, sent bottoms metal, side panels, etc. etc., moving soon, must sell all for \$4,000. Harry Flint, RRI, Box 93, Adams, Nebraska 68301. 402-788-2748 after 6:00 p.m. C.S.T.

FOR SALE: 415C Ercoupe with 85 hp broken crank motor. Airplane is in excellent condition. A 90 hp continental in excellent condition goes with plane. Motor is in crate. \$3,000.00 707-884-3144. Gene Owens, P.O. Box 174, Point Arena, CA 95468.

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.

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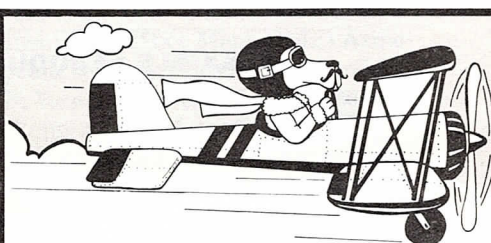


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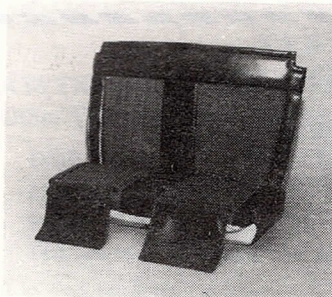
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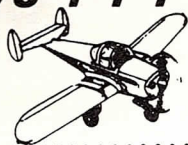
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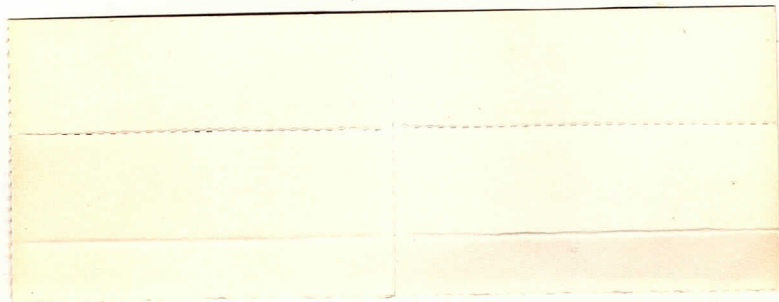
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