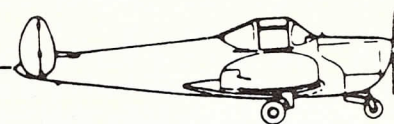


COUPE CAPERS

NEWSLETTER OF THE ERCOUCPE OWNERS CLUB

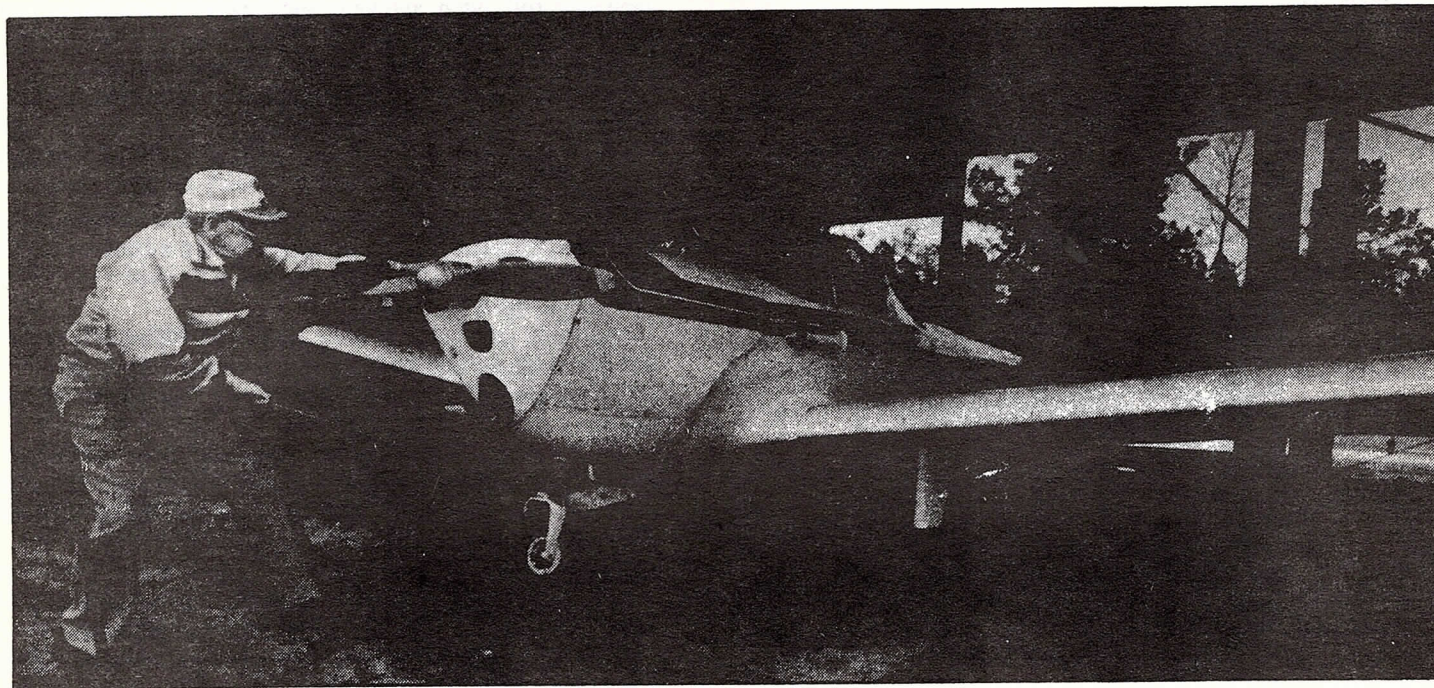


Volume 13, Number 6, November 1984

24 Hour Phone (919) 471-9492

Editor : Skip Carden

Flying boosts self-esteem for late-starting pilot, 82



John Thoms, 82-year-old Aiken area pilot, pulls his Ercoupe two-seater from hangar

By Carl Langley
S.C. Bureau Chief

AIKEN—John Thoms knows he's too old to think about becoming an astronaut, but at least he can be happy flitting about the sky in a two-seater Ercoupe.

"You certainly can get a lot of satisfaction out of flying. It does a lot for your self-esteem and gives you worlds of independence," said Thoms in discussing the joys of sailing off into the blue.

Thoms, who hops into his little plane and takes off "when he feels like it and if the weather is good," turned 82 in July. Advancing years, however, have done little to dim his love for flying.

"I got into the game a little late. I didn't start flying seriously until 1956. By then I was 54 years old," Thoms said.

Before retiring and spending most of his time tinkering about with his plane, Thoms spent a long and varied career, bouncing from the Navy to the Merchant Marine, to the Savannah River Plant, to an Aiken radar warning station and down to Florida as a civil service employee at an Air Force base.

"I joined the Navy when I was 16. I dropped out of high school because after two months there it didn't interest me at all. I lied about my age to get into the Navy," he recalled.

Thoms spent 14 years at sea doing a variety of jobs, got out into civilian life and then returned to the Merchant Marines for 10

more years. During this span he learned engineering.

"I am a licensed chief engineer and that's one of the top jobs in the business. I am certified as an engineer for any kind of vessel," he said with pride. "You don't come by those licenses easy, so that's not bad for a high school dropout."

During his stay in the Merchant Marine in World War II, Thoms was selected for the seafaring force's officer's candidate school, went through the four-month training program in 1945 and emerged as an ensign. He was on the list for promotion to lieutenant commander when he left the service.

Thoms says he served on minesweepers, submarines, destroyers and a variety of other vessels during his naval service and enjoyed every minute of it, except for the long absences from home. The long spells at sea brought about his decision to give it up for land-based work.

The Missouri-born Thoms worked for a time at the Savannah River Plant and the now-defunct Aiken Air Station in the 1950s before going to Florida to take a civil service job at Patrick Air Force Base. He arrived there just in time to participate in America's entry into the space age.

"I worked at a power plant that furnished the electricity for the tracking stations and photographic facilities connected with the space missions," said Thoms. "When I got there they were sending monkeys up. Then they began sending up people. Before

I left they were making orbital flights.”

The odd thing about his job at Patrick was that he didn't start out as an engineer. Thoms was able to latch on as a lawn mower mechanic, but he knew he wouldn't be doing that very long. Sure enough, 90 days later he was working as an engineer.

Thoms said the United States “acted very wisely” in committing itself to heavy involvement in space exploration, and maintains “it should be a top priority with our country. We have realized many benefits from the technology of the space age.”

The flier's tour in Florida enabled him to find time to return to the air, a hobby he had abandoned back in the 1930s after he was married and began raising a daughter, Mary Rentz, with whom he now resides near Aiken.

“I took my first lesson in 1930 when I was 28 years old, but just before getting in position to fly on my own I had to quit. It was hard times and just being married I couldn't afford it,” he remembers.



Thoms checks day's sky

Thoms' stay in Florida was different, however. At Patrick there was an aero club and there were plenty of planes to fly. He resumed his lessons, mostly self-taught as was a locksmith course he took a few years ago, and soon was back in the air.

“My flying is a combination of pilotage, dead reckoning and radio navigation. I know how to use them all,” said Thoms, who laughingly says that is a little different from flying by the seat of your pants.

Thoms said he bought his Ercoupe 17 years ago after he had mastered the art of taking a plane up and bringing it down alone. He later bought a one-fourth interest in a four-passenger Cessna Skyhawk and is able to fly both of them.

“I am not instrument-rated, but I know how to use radio navigation, check-points and landmarks. I go to fly-in Breakfast Club meetings all over the state, and the folks there say I am the oldest pilot in the club,” said Thoms with a touch of pride.

About taking off whenever the weather is good and the feeling hits him, Thoms said his flights are prompted mainly by his love for the art. “One thing about it—you certainly fall in love with it. You might say I fell in love with flying a long time ago.”

GEORGE FLIES BY WIRE

(cont. from last month)

“This is special.” He unpacked the model, the transmitter and the lap-sized computer. He sat the model at the end of the runway; connected the computer to the transmitter by a thin

ribbon of wire.

“Watch this,” said George. The panel on the computer said **READY FOR TAKE-OFF**. George pushed one button and stepped back.

The model coupe started its engine, turned into the wind, began a take-off roll, lifted off, climbed to fifty feet, turned smoothly to down-wind. At modified the model did an accurate S-turn over the runway, did a 360° turn to the left, another to the right, turned down-wind again, turned base, throttled back, turned final, touched down on the main-gear, then the nose, taxied back to the starting point and stopped. The panel on the computer said **FLIGHT COMPLETED**. George turned it off. Mabel closed her mouth.

“George, fantastic. How did it do that by itself.”

“With the help of *Coupe Capers*! Roy Wright wrote about the wing leveller he has on his ALON. I used his plans. A leveller on each axis, roll, pitch, and yaw, and the plane knew just what to do.”

But those maneuvers?”

“All programmed weeks ago, at home — fed into the computer by cassette tape.”

“But what about the wind — what about birds or other models?”

“In that case, I ‘break’ the program and fly like a conventional model. With all those automatic features it is the easiest model in the world to fly.”

“George, that's marvellous.”

“You ain't seen nothing, yet!” He loaded Mabel, the model, and the computer into the car and headed for their airport.

George grinned: “See anything different.” He pointed to their coupe.

“Just some little trim-tabs. Not big enough to do anything.”

“Wrong,” said George. “Believe it or not the same actuators that control the model will control the Ercoupe. Roy Wright said so.”

“I don't see how.”

“It is the fact that there is more wind pressure on the tabs in full sized plane. The velocity of the wind does all the work.”

At last the light dawned on Mabel. Do you intend to fly the Coupe by computer?”

“Right. In fact, the same program that worked the model will work the coupe. Of course it's not radio controlled — we'll have to ride along to take over if any traffic shows up.”

“Not we! Not you, either, if you're smart.”

“I wouldn't miss this ride for anything in the world,” laughed George. “Won't Roy be proud?”

“Maybe he'd recommend a psychiatrist. You're nuts.”

Undaunted, George climbed into the coupe, computer in hand. He plugged a ribbon of wires into the computer. He lay the computer on Mabel's empty seat. It said **READY FOR TAKE OFF**.

George looked about the sky. No traffic. When the engine was run-up, George said, “Ercoupe to mission control — ready to blast off.” He pushed **ENTER** on the computer. The coupe turned into the wind, the throttle moved forward and the coupe began to roll.

“Whee” cried George like a young child. “Ya-hoo!”

The coupe made a beautiful take-off, climbed straight ahead to **FIFTY FEET**, and leveled off.

“Oh-oh” said George, “Program still has some bugs in it.”

At that same moment the coupe went into a sudden steep bank to the left, still at fifty feet. “Yipe,” said George. “Too much throw on the trim tabs-over compensating.” The Coupe wheel came back and slammed into his chest as the couple tried to compensate for the steep bank. The G-forces pushed him down

into his seat and a fleeting thought of all those G's on thirty-eight-year-old wing bolts shot across his mind.

"Time to take over manually," said George. He reached over to the right seat — and the lap computer nowhere to be seen. George looked up in horror as the coupe flew around the tip of a tall tree.

The coupe leveled off downwind. George tried to over-ride the controls by force. There were stiff — so stiff, in fact, that he couldn't budge them. "Got to change those actuators," thought George. He would probably had some other thoughts, too, but at that instant the coupe started steep S-turns over the runway. Sheer terror replaced rational thinking.

Things were not calm on the ground, either. Mabel watched the first turn in awe. Then when the coupe started to cross the field it looked to her as though it was headed right for her. She took immediate evasive action. She jumped into the still-open trunk of the car and pulled the lid shut.

George was now doing steep 360° turns over the runway. His fifty feet was holding, but inside the trunk of the car it sounded closer. Mabel expected to hear a crash at any moment. George tried to recapture control of his runaway mount by shutting off the engine. The result was a dizzying side slip toward the already too close earth. He quickly turned it on again.

The coupe, with George as a helpless passenger, resumed downwind, turned base, turned final, made a perfect approach under the telephone wires. George, to his discredit, closed his eyes.

By so doing, he missed a classic Coupe landing — wings level, main wheels touching down first, then, gently, the nose. The coupe taxi'd back to the starting point and turned itself off.

George opened his eyes. He traced the ribbon of wires and found the computer, on edge, wedged between the front edge of the right seat cushion and the floor. The panel proclaimed **FLIGHT COMPLETED**.

Unsteadily he walked back to the car. He opened the trunk to put away the computer and discovered Mabel.

"You can come out, Mabel. It's all over.

Mabel didn't know whether to laugh or cry, so she did both.

"George, I don't know what I'd have done if you had crashed."

"Oh, pshaw, Mabel. All you'd have to do is look in *Coupe Capers*. They have nice coupes for sale every month."

— Chuck Ferris

ONBOARD COMPUTER: THE FUTURE IS NOW

While for many years the upper echelon of the aviation community have enjoyed the enefits of highly technological devices, general aviation has been slow to adopt the now ubiquitous computer into their cockpits. With the advent of the personal home computer, cockpit implmentatoin of a small computer is now both economically feasible and practical.

The price and features of the home computer have enjoyed an inverse relationship to the point where sophisticated equipment that cost tens of thousands of dollars only a few years ago can now be had for less than the cost of an annual inspection on a light aircraft. This equipment, when installed in the cockpit, can do things from the trivial to the tremendous. This article will examine the installation and use of a small home computer, the Commodore 64 as a pilot aid in the cockpit.

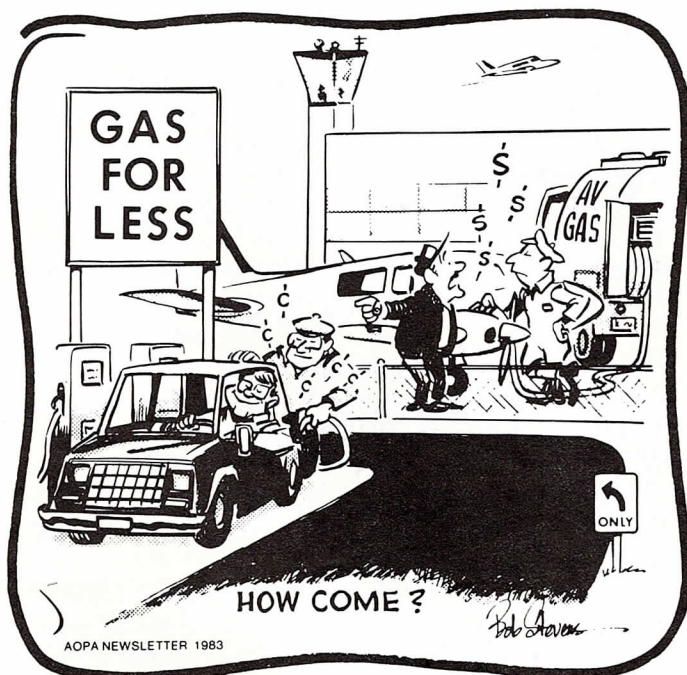
The Commodore 64 computer was chosen as a likely computer to install for several key reasons. This computer is compact, light, readily available for under \$200.00 and requires only a single voltage to operate. These features make the installation of the computer a matter of finding a place and means to mount the computer, (velcro, rubber band, bubble gum), and to install the necessary electronic components to condition, regulate, filter, and protect the computer from spurious signals present on the battery buss. Figure 1 shows a simple schematic diagram that will allow the computer to be installed onboard. A complete installation package for under \$40 is available from PRACTIPUTING — P.O. Box 44167, Tacoma, Wash. 98444. This kit includes all necessary filters, regulators, and connectors.

Once the computer is installed, a legitimate question to ask might be "Now what??" Boy, am I glad you asked. This wondrous piece of silicon is just waiting for the required instructions to make it earn it's keep. These instructions, or software, are what tell the computer which acts to perform.

The computer is a very effective way to store and manipulate large amounts of information quickly. To apply this device in the cockpit becomes necessary as the aircraft industry increases the complexity of its products. The pilot is confronted with a plethora of information and must digest it rapidly and make command decisions based on his/her interpretations of this information. The computer can be a great asset to the pilot in collecting this data and allowing the pilot to perform his/her prime function; to fly the aircraft.

As the cost of electronic equipment decreases, (or demand dictates), more and more automation of this informational gathering can be accomplished. For example, the computer could determine which Nav-Aids to scan, (VOR, DME, LORAN, Glideslope), set the proper frequencies, read and interpret the signals and apply an appropriate voltage to control serves to fly the aircraft to the destination. This author believes that the complete Flight Director described can be implemented using current technologies for under \$3000 in non-certified use.

As software becomes more intelligent, the hardware implementation of the computer will spread to many other areas. With proper transducers, (converters of mechanical energy to electrical energy), engine and aircraft parameters can be con-



stantly monitored with alarms sounding only when out-of-range conditions exist. These readings can include such things as oil temp, oil pressure, airspeed, rate of climb, roll rate, angle of attack (stall indicator), cylinder head and exhaust temperature, fuel flow and level, altitude, crab angle, and magnetic heading just to name a few. Does this sound similar to the Boeing 757 Avionics package?

Another area where the computer can shine is in an Area Navigation System. When properly programmed into the computer, this system aids the pilot in gathering information, calculates position, and by using trigonometric functions on Cartesian coordinate points, can direct the pilot on a heading to his/her destination, correcting for winds and magnetic variation. The computer will also display time to destination, fuel status, alternate airport course computation, ground-speed, and other items of interest to the pilot.

In order to further understand the use of the computer as an Area Navigation System, an example of how this system works will follow.

Figure 2 is an abbreviated enroute, low level map of the northwest U.S. and gives distance and heading information between navigational aids. To use the program, first pick a reference point, usually the VOR closest to home, in our case, the Seattle VOR, and enter, when prompted, the distance and heading to the other VOR's in the chosen area. For our example, we will enter information for points one through six shown on figure 2 chart. Once this information is entered for any area, (an area can be up to 50,000 square miles), it is stored in a non-volatile memory section of the computer. Non-volatile means that the information will not be lost when the computer is turned off so the information entered can be used repeatedly. Any future trip within the same area requires only a new flight plan with no further entries of the VOR network.

Before flight, the computer prompts you for flight information of your aircraft and destination. This includes things like beginning fuel amount, fuel burn rate, beginning and ending points in the flight, and magnetic variation over the intended route. Other information that will be used in flight is stored and is available at a moment's notice any time during the flight. This information can be anything from inflight emergency checklists to a reminder to pick up an anniversary present before going home. With this ability to regurgitate information at any time, it is no longer necessary to consult outdated sectional maps in marginal lighting and not so marginal turbulence. Nav-aid frequencies, runways in use, tower frequencies, enroute obstructions, pre-flight checklists, and aircraft performance charts represent a small portion of the possibilities of information retrieval the computer allows.

Our example test flight will be from Portland, Oregon (fix # 2), to Seattle, Washington (fix # 1). The computer will prompt you for beginning and ending waypoints at which the user will type in the numbers 2 and 1. The computer will then compute distance and heading to destination corrected for winds and magnetic variation. This will be your initial heading to fly until your flightplan is updated in flight. At some point later in flight, shown as T1 on the map, the computer will direct you to select the Astoria VOR on frequency 114.0 and center the needle to determine the radial you are on. After typing in the radial for Astoria, the computer will respond

with a query for the same information for the Olympia VOR (fix # 5). From the information given to the computer, it determines your position, distance flown, distance off course, wind correction factor, new distance and heading to destination, estimated time of arrival, and fuel required to destination at present burn rate. At any time during the flight, this procedure can be repeated so the computer can keep abreast of positional information.

The Area Navigation Program is menu driven so that all the user must do is select the number that corresponds to the desired function and press a single number between 1 and 9. All data entered into the computer is numeric and can be entered via an optional 10-key keypad that is strapped to the pilot's knee.

The theory of operation of this poor man's RNAV is as described below. From the entered information, (bearing and distance from reference point), the computer performs a polar to Cartesian coordinate conversion for each VOR. After this computation is made, it is a simple problem in coordinate geometry to locate the aircraft on the Cartesian grid given two radials from two points whose position are known. Once the position of the aircraft is determined, the distance and magnetic course to any other point on the grid is displayed and your flightplan is updated based on the new data. Fuel required to complete flight is calculated and warnings flashed if insufficient if insufficient fuel remains to reach your destination. If for any reason your destination is unobtainable, the computer will determine a new course to any other airport in the area, corrected for actual winds and magnetic variation.

The monitor used to display the information can be as simple as a portable black and white television set. The prototype system installed in the authors Cessna 152 uses a five inch diagonal portable television installed at a distance of thirty inches. Shielded cable was used in all installation wiring and in over fifty hours of use, no interference between standard avionics and the onboard computer have been noted.

The beauty of the installed system is that the computer prompts you for all inputs. The user does not need to memorize sequences of numeric entry or cryptic codes in order to reap the benefits of the silicon age. (And all this for under \$250.00 including computer, monitor, and software.)

The capabilities of the onboard computer system are limitless. The ability to rapidly process information will increase the overall performance of the pilot and go a long way towards a safer flight. Computer programmers are ready and willing to meet the demands the pilots place upon them in customizing software for use in aircraft applications, and it is these demands that will shape the future of complex avionics.

HOW TO BUY A NEW RADIO

Let's get down to the nitty gritty of the avionics business. There are three manufacturers that have been in business for years and years and look as though they will continue—NARCO-KING-COLLINS.

These three have made consistently good equipment over the years and with that kind of a track record I certainly would consider this in making a purchase.

Why is the KX170 in such demand? Because it is one of the best USED radios available. But the demand has the price for a GOOD one up to just under the price of a NEW KX155 or

Mark 12D with the normal discount most dealers give, so why pay the price when you can get the latest features and a factory warranty for only a few dollars more? There are several other manufacturers trying to break into the market. There have been others over the years, but all fell by the wayside. In examination of some of the newcomers' radios I find many problem areas, and as a used equipment trader I have been offered many of these at ridiculous prices because the seller was tired of getting them fixed! The warranty sounds good, but if it's in the factory every week for repair it is of little value to you!

My recommendations are very simple: Don't be taken in by all the offers and don't buy price! If you feel that you can spring for a new radio and remember that your life may one day hang on it—buy the best!

Narco made over 65,000 Mark 12's as I understand it! Most of them like Ford trucks are still on the road! This is good enough for me as a recommendation for purchasing.

As to portables, the same applies. You may pay a bit more, but I'll bet that in the long run the old line names prevail and will have value long after Brand x has keeled over.

The aluminum used in construction tells a little of the story in the off brands its bent aluminum of a very light grade. This ain't too lighten the radio; it's because they don't have the machinery and tooling to make solid ends and supporting pieces to put together a solid item! I have no bone to pick with any of the new brands. It is simply a matter of good sense—you cannot buy a Cadillac for the price of a Honda! Yet in the end the extra cost is not all that much!

An discussion?

Dave Graves

Hints 'N' Tips

ARE OVERHAULS NECESSARY?

(Reprinted from The Pacific Flyer December 1983).

Seldom is the aircraft owner more at the mercy of the maintenance and overhaul shops than when he is shopping for an engine.

Many A & P mechanics don't understand all of the little nuances of engine repair anyway; so it's not unusual for an airplane owner to receive a lot of opinionated (and often unfounded) advice. Shopping by mail can be tricky too, since the F.A.A. legalistic jargon concerning engine repairs allows for some pretty loose interpretations of just what an overhauled engine really is.

When it comes time to purchase a new or overhauled engine for your airplane take a look at all of your options before committing any funds.

The most important first step is to positively ascertain that your engine actually does need to be repaired or replaced. For most aircraft engines there is no mandatory service life limit, regardless of any manufacturers recommended time-between-overhauls (T.B.O.). In most cases, as long as an engine can pass a 100 hour or annual inspection, it is legally airworthy.

This means that the engine must have acceptable oil pressure and temperature, and have no visible defects that could dictate removal, such as a major oil leak. The fact is, many aircraft engines are torn down for overhaul long before any

serious wear has taken place just because the engine has reached a recommended T.B.O..

Now I don't suggest that engines be operated till they blow up, I just wish mechanics would exercise a little more prudence before telling owners it's time for a new engine just because one or two cylinders have low compression. With a little sensible shopping you can have two cylinders and all engine accessories overhauled for much less than the cost of a complete engine. The components inside the crankcase itself (crankshaft, camshaft, tappets, oil pump and accessory drive gears) are designed to be extremely wear-resistant if properly lubricated. Keep oil temperature within limits and change your oil regularly and these parts will last a very long time.

Additionally, using a routine oil analysis program (as your mechanic about this), you can monitor internal wear and be forewarned of impending mechanical breakdown.

At any rate it's always a good ideal to think twice before having your old engine removed. If nothing else, get a second opinion before committing yourself. A good mechanic should approve of this out of professional courtesy.

Assuming you are certain it really is time to install a fresh engine, start investigating whether the work will be done. If you prefer to purchase a factory-rebuilt engine you will be protected by a warranty similar to that covering a new engine, and the engine itself will be the closest thing to brand-new possible.

This includes a new logbook starting at zero hours. These engines are expensive, though, as no cost is spared in returning them to new condition.

Every part of a factory-rebuilt engine, according to F.A.R. 91.175, will meet original tolerances and limits, and the engine will be assembled and tested to the same standards as all factory-new engines. Only the manufacturer or an agency approved by the manufacturer can grant zero-time to an engine, so if you want a new logbook be certain that the repair agency actually has this approval before making your purchase.

Shops selling "zero-time equivalent" or "remanufactured" (two terms that mean nothing to the F.A.A.) engines may not be so approved so be wary of the confusing terminology.

For less money (usually) you can exchange your engine for one overhauled by a certificated mechanic or repair station, or you may elect to keep your old engine and have it repaired by one of these agencies. Hanging on to your old engine can be a very good idea, especially if it is being removed for the first time.

If you offer such an engine for exchange you may be giving up a two-thousand hour engine for one having four to six-thousand hours of total time. Sure, this other engine will have been freshly overhauled, but you must keep permanent record of all those previous hours, and the value of your aircraft may thus be diminished.

By all means, if your engine is due for its first overhaul and you really don't need the quick turn-around convenience of an exchange engine, keep your old engine and have it overhauled and returned to you.

Concerning the actual overhaul, be careful to determine just what you are getting for your money, as there is much variance in the interpretation of federal requirements. Parts inside the engine that are subject to wear should be compared to factory tolerances for new parts, but are not legally required

to be replaced until they exceed dimensions listed as service limits.

Technically, then, a part may be worn to the point of being at the very limit of serviceable use and still be legal for installation in an over-hauled engine. The engine will be legally and (temporarily) operationally safe, but is likely to become unairworthy much sooner than the recommended T.B.O.

The only way you can assure yourself that nearly worn-out parts will not be installed during an overhaul is to ask for a written contract or guarantee specifying that all components will meet manufacturer's limits for new parts. If the repair shop or mechanic won't or can't do this, be suspicious.

Regardless of whether or not your new engine is factory zero-time or one overhauled by a local shop, all of your money will be wasted if you don't give the engine a careful break-in. Engines with chrome cylinders are especially sensitive to run-in procedures, but if properly broken-in will be extremely durable.

MAIL BOX

July 24, 1984

Dear Skip,

Just thought that other 'coupers' would like to know that I just completed a 79.5 hour Washington-California-Florida-Michigan-Washington "cross country" trip in N99997. The only problems that I had were hot-weather turbulence over south-west Texas, a stuck valve in Minot, ND., and a fuel pump replacement in Missoula, MT. I got my private pilot's license in March '84, have had my '46 Ercoupe for just over a year and am a grandmother. The most upsetting thing about the whole trip was that so few airport personnel around the country knew what an Ercoupe is. They certainly know now!

Please update the E.O.C. roster to delete Bob Packett's name as owner of N99997. He visits her, but I'm the new (and very proud) owner.

Marian Erickson
N99997

Bremerton, WA 98310

Dear Fellow Coupers,

To say I was disappointed at our national fly-in this year would be a gross understatement. There was no award for the lowest serial number, what a shame, anyone who flies a plane as old as mine anywhere out of the pattern deserves some kind of recognition. (George and Mabel are upset about it, too). Other than that, me and Mom had a great time.

I had the chance to take one of the P.V. waitresses for a Ercoupe ride while at Minden. She brought along her grandson so he got a ride too. His name is Scott and he has a great way to say thanks, last week I received a painting from him, a 9" x 12" oil on canvas of an eagle. It is truly beautiful - best award I ever got. I will treasure it forever.

As we all know, our President Ron Jewett, is not in good health and I would like to call on the entire club to hold Ron up in prayer. I believe that prayer is still our most powerful tool, so let's support Ron any way we can. I know he will appreciate it.

Hang in there Ron, we love you.

I hope Father Tom doesn't think I'm after his job.

Y'all keep them old coupe's flying and come to the Region 7 Arkansas picnic.

Rod Bennett
and No. 38

August 13, 1984

Dear Skip,

Enclosed is my check for my 2nd year of EOC membership.

As was mentioned in the last Coupe Capers, I also would like to know the torque for the wing bolts. At present I have the wings off to be recovered. I'm only recovering the wings because I wanted to inspect the wings internally and the finish was looking poor. The wings were recovered 19 years ago, but the cecnite was still plenty strong.

After the wings are back on (with new bolts) my dad and I will finish the annual by replacing all the mounting bolts for the engine, empennage, and prop. The prop was removed and sent for reconditioning since it had been on since 1949.

Several months ago we were noticing a lot of water coming out of the gascolator. It got bad enough that we changed gaskets on the fuel caps, and syphoned out all 3 tanks and have had only the occasional water drop since. Since we only have the wire float cap on in flight, we don't know how the water got in.

Hope to have N94780 back in the air in September. Missed the EOC Virginia meeting, but hope there will be a EOC east coast fly-in. Nebraska is too far for me.

Mark Roles
705 Rochelle
Virginia Beach, VA 23464

August 14, 1984

Dear Skip,

My dues for the coming year are enclosed. Time seems to have a way of passing quickly when one is having fun and these past four years of membership with Ercoupe Owner's Club have been the source of great fun for our household. My wife, Brenda, and my son, Lee, are both Coupe lovers and while my wife reads Coupe Capers; Lee who is two, says the photos of 'daddy's coupe' are great. I think he believes we have a 'one-of-a-kind' plane. By the way, I've been keeping a log for Lee; and as of this letter, he has now logged 148 hours in the Coupe with his dad. I must say not bad for two years old.

After four years of faithful service old 3353H is now receiving a much deserved face-lift. She's getting all new windows, upholstery, carpets, the wood flooring has been refinished, new interior paint, new exterior paint with many new parts replacing some worn old ones; and she'll even have the radio I bought from you, Skip, in her for the first time in four years. I'll actually talk to those boys in the towers, who have been shooting me green lights all over North Carolina.

I would still like to find a set of Keeney wheel pants in very good to excellent condition for my bird. Anyone having some for sale, can write or call me at my home address listed below.

Although my Coupe is going to be down for a few months, you can look for us in the near future at some of the Fly-Ins. I mentioned some time ago to you about Region 9 having a Fly-In in North Carolina. I've spoken to Mr. Causey of Causey Aviation, Julian, N.C., and he says we are welcome any weekend. He has a nice building for us to have a meeting in, and there is a real good restaurant at the end of Runway 20. Maybe, this could be considered in the coming calendar of events for our region.

Thanks again for a great paper,

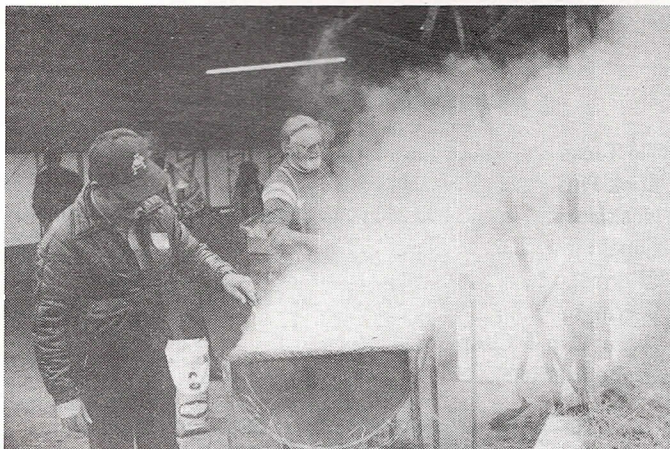
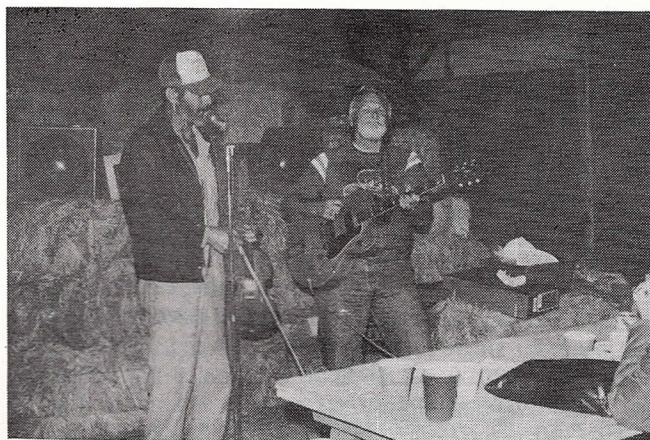
Benny Lee Vickrey, Sr.
1620 Fairview Street
Burlington, NC 27215
(919-226-6709)

Dear Skip,

Just a short note to say that you missed a great fun-filled weekend at the "84" Arkansas Picnic, with the Pages. The weather was a little cool and overcast, but a lot of Coupers flew in anyway and several non-coupe air planes. Leonard and Laura just went completely all-out to make everyone welcome, with good food, drinks, music, hospitality and lots of flying. I rode a Greyhound 2,000 miles to be there. It was well worth it. I even got a trophy for the most miles by land. Enclosed are a few pictures of the "84" Picnic. I want to say "Thank You" to Leonard and Laura and everyone that helped make the "84" Picnic such a great success.

P.S. I now own Ercoupe 3210H

Walt Bacon
No. 1221
California



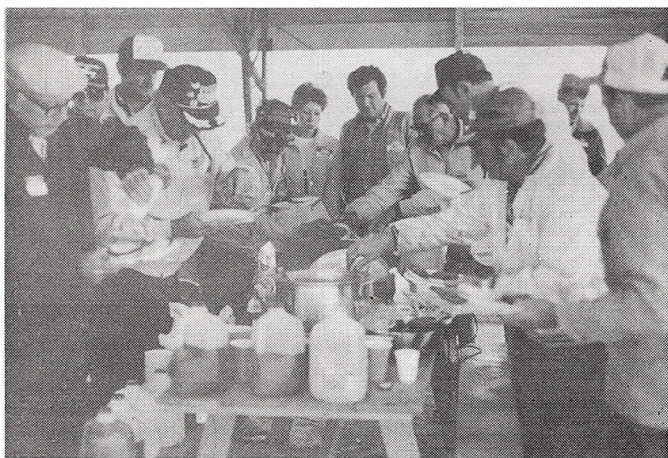
LATE NEWS- Just had a call from President Ron
He is doing very well and is out and at home.

For Sale

FOR SALE: 1946 Ercoupe Ser. No. 360. All logs since new. 415C 85HP, 1990 TT, 510 SMOH (valved for 100LL), June Annual, Silver with red wings and wheel covers (Ceconite and Imron). Asking \$6,500. Call 301-292-9103 evenings. No collects, lease. Based at Hyde Field, Cliknton, Maryland.

FOR SALE: 1966 Alon A2 Aircoupe No. 101. 1566 T.T.S.N. Original paint and interior (seats recovered). Narco MK II VHF, VOR. Polaris ADF ELT. Canopy cover, winter front. All Logs since new, beautiful aircraft. Must sell, will deliver, \$6,900. US Dave Gillespie, 126 Whiteshore Cres., Saskatoon, Saskatchewan, Phone (306)955-1320 or 373-6233.

FOR SALE: 1966 ALON A2, N6596Q, TTAE 997, Microlon treated C-90-16F-78/80 all cylinders, full panel, Alpha 200, ELT, EGT CHT all cylinders, ARP optical carb ice probe, new harness, ant, windscreen, ducting, R.C. Allen horizon, Hamilton Dry Colmpass, Glatzer Batt/Gen Meter, voice-activated Sigtronics "Transcom", customized control - horns with built-in PPT switch, custom re-designed interior and baggage compartment in black and brown leather-like nagahyde, black plush carpeting, stainless steel screws, all cowling screws replaced with camlocs for quick removal, enclosed fuselage gas gage, custom cowl fairings, Bracket air filter, heat reflecting canopy cover, tow-bar, logs, flight/service manual/bulletins/Continental Overhaul Manual. Fly's great - wanted to repaint it but ran out of funds. Best offer over \$10,000 will also receive a Navtronic Computer with RNAV and Timer, and a II Morrow Loran C, both of these are new unused units still in their boxes. B. Troy, 436 Entrada Dr., Santa Monica, CA 90402. Phone: 213-454-0177. No Collect Calls Please.



FOR SALE: Rare 1941 415C, 65hp Ercoupe; serial no. 58. TT 2181, SMOH 858. The airplane is disassembled and the paint has been stripped. Wings have been completely rebuilt with new leading edges and overed in ceconite 101, thru silver. Does not have rudder pedals. \$3,500. Phone:512-722-3146, Laredo, TX.

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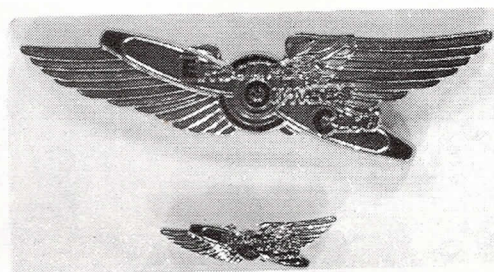
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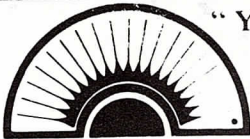
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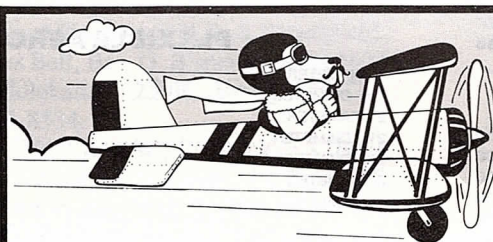
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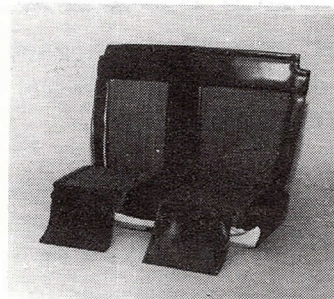
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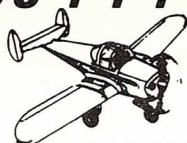
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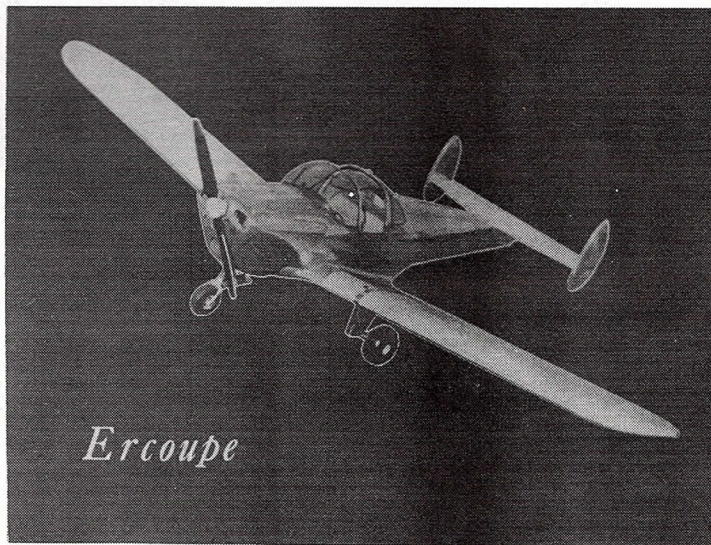
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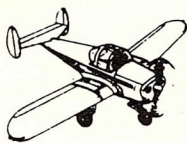
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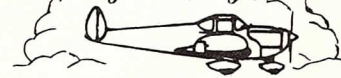
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