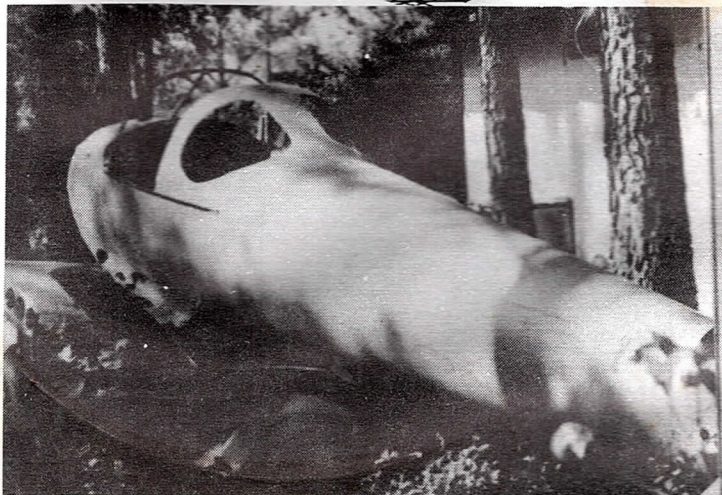
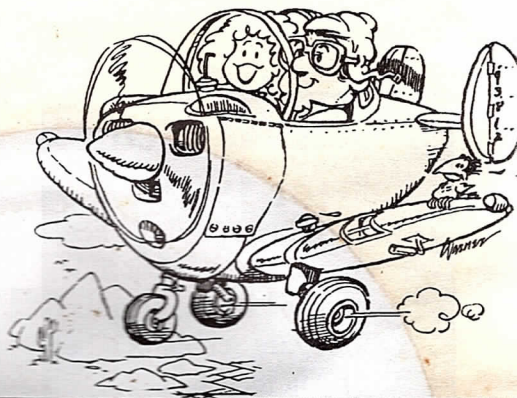
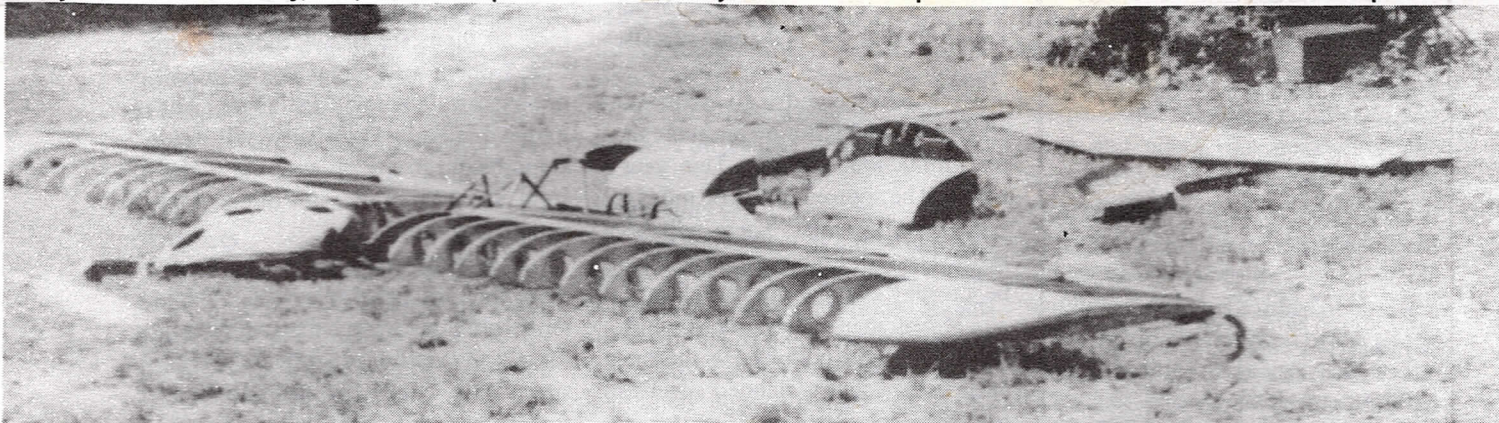


Coupe Capers

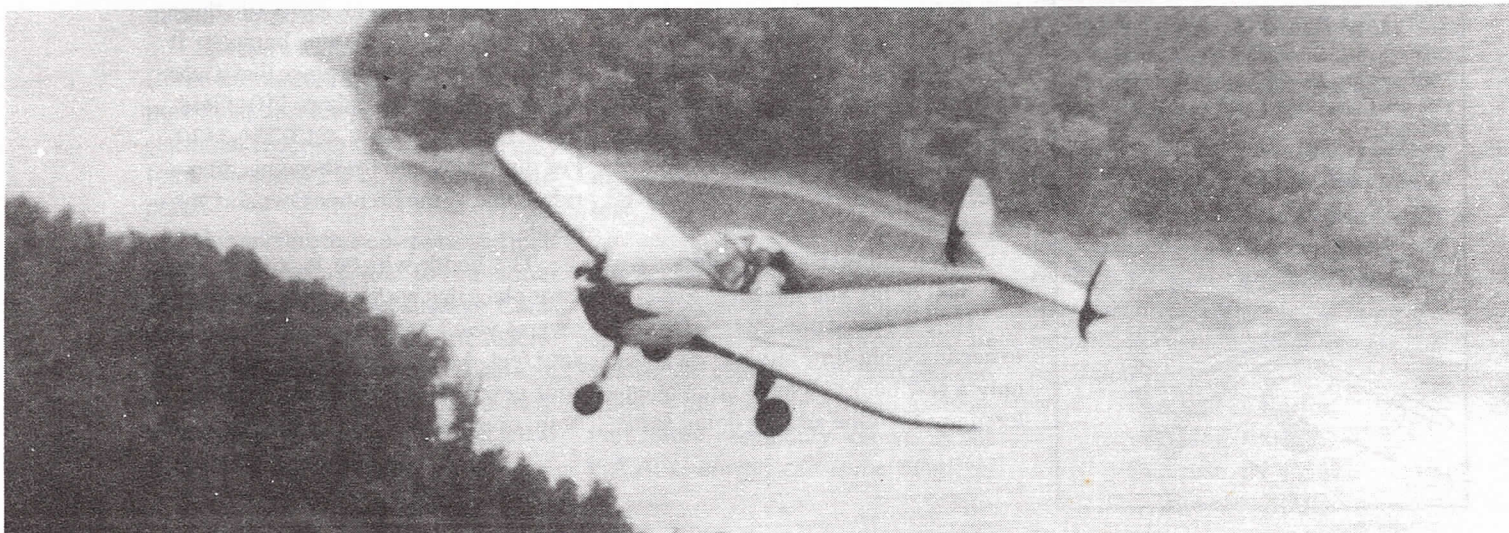
Monthly magazine of the Ercoupe Owners Club March 1992



Bobby E. Brooks of Salisbury, N.C., found Ercoupe N93905 in this honeysuckle thicket. He pulled it out and cleaned and refurbished the parts.



Even after cleaning and repair, the parts of N93905 still don't look like much. Ever hear an airplane described as 10,000 parts in close formation?



Perseverance and hard work win, though, as Bobby gets N93905 in the air, then flies it over 700 hours. See story on pages 6-7.

Arkansas picnic for 1992

The Arkansas Picnic (otherwise known as the Great little chicken ranch fly-in picnic) is ON for 1992! September 24-27. See you there!

Volume 21, Number 3, March 1992

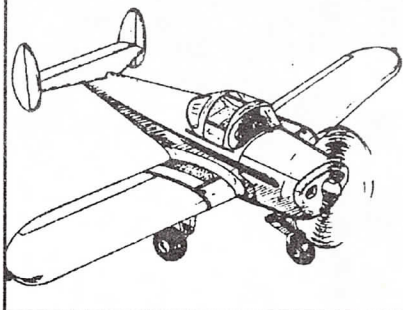
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Commercial advertising, Subscription changes and Club business matters should be directed to the Ercoupe Owners Club National Headquarters, P.O. Box 15388, 3557 Roxboro Rd., Durham, NC 27704, 919-471-9492.

Articles, Photographs, Members advertisements and Letter submissions are strongly encouraged. Materials should be sent to: Editor, Coupe Capers, 511 W. Gift Ave., Peoria, IL 61604-2855, 309-685-8673. Those with computers may submit long stories on disk. We can use either 5 1/4 or 3 1/2 inch disks. Wordstar or ASCII formatted files are preferred. Story deadline: 15th of month preceding. Member ad deadline: 19th of month preceding.

The fax machine will answer the phone from Noon-12:30 and 2-4 a.m. Central time. Messages and articles may also be submitted through CompuServe mail to Ed Burkhead 70410,3231.

Editor.....Ed Burkhead



Sun-N-Fun

Ercoupe's day at the races

By Skip Carden
EOC Executive Director

With April just around the corner, it's time to make those plans for Sun-N-Fun '92.

This year, as last year, the Ercoupe Owners Club will hold a maintenance forum. The forum is open to anyone who would like to attend. You do not need to be a member to attend. We are scheduled for Monday, April 6th, at 12:00 in the forum area. If you have any doubt about where we will be, all forums are posted on bulletin boards around the fly-in site. We are looking forward to another standing room only crowd and hope to have some surprises for you.

I have received a flyer that describes the 1992 Sun-60 air plane race for production aircraft. This year's race will be approximately 60 miles for production aircraft. There will be a racing class for Ercoupes and there will be a trophy awarded for this class.

If less than three aircraft enter a class, they will compete in the open class using factory claimed speeds to form these classes.

The race will be held Sunday, April 6th, during the Sun-N-Fun fly-in. In order for this race to be held, there must be at least 15 production aircraft and there is currently a maximum of 40 aircraft (of all kinds) that will be allowed to enter the production airplane race, so sending your entry early is important.

If you call Ed Burkhead or me, we will mail or fax you the entry forms.

Here's a great opportunity for you to become a big-time airplane racer for only a few bucks. I have already entered my Ercoupe and am doing some

serious work to get that top speed up there! I hope that I won't have to race in the open class — let's show them what a Coupe can do.

Remember, this is a race against the clock with planes departing at timed intervals and over a 60 mile course. I hope to have the winner of the Ercoupe class appear at the forum on Monday and give us their thoughts on the race and possibly some handy speed secrets.

[Wouldn't it be fun if our Coupes could beat the 150/152s in speed? Ed.]

I have just called around to motels in the Lakeland area and found that most of them are BOOKED! I even called down to Plant City about 10 minutes away, but with little luck. The Econo Lodge in Plant City will once again be our headquarters with rooms from \$50.00 a night with one to four people in a room.

If we have enough people staying there, they will provide us with a hospitality room that we can use to gather in for talk and visiting. In order to get this special rate, call 813-752-0570 and ask for Randy Kirkin. This Econo Lodge is located on I-4 at exit 14.

On Tuesday night, April 7th, there will be the annual Ercoupe banquet. It will be held at the same place that it was last year: Buddy Tuesdays, 1101 Goldfinch Dr., Plant City, 813-754-5120. For directions and for those needing a ride, come by the Ercoupe Owners Club booth.

The booth will be located in the same place that we have had for the past several years. Chat a while and rest your feet. Meet Fred Weick and talk to your new newsletter editor, Ed Burkhead, or even me. See ya there.

Coupe Currency Corner

By Ron Kerlin
CFI, ATP

Recently, while engaged in one of my favorite pastimes, namely a rousing session of hangar flying, I suddenly became aware that some of the non-participating participants happened to be (can you believe) non-pilots! (I determined this to be the case after observing that blank both-mags-off look on their faces while they listened and tried to decode our war stories!)

It seemed that we had little common ground concerning basic facts and figures relating to modern aviation.

Considering the fact that, perhaps, this column may just happen to be read by a non-pilot, I am devoting this edition to those who may wish a quick glimpse at the four A's of aviation. These are: 1. Airspace, 2. Aircraft, 3. Airmen (Airpersons?), and last, but not least, 4. ATC (air traffic control).

Airports

Our national airspace system contains about 12,600 airports of which about 5,800 are deemed public use. Of these public airports, only about 500 are tower-controlled.

Interestingly, the nation's airlines utilize only about 2% (250) of the nation's airports.

Special use airspace such as TCAs (terminal control areas), ARSAs (airport radar service areas), and TRSAs (terminal radar service areas) are only found on about 2% of the nation's airports!

Connecting these airports and metropolitan centers are found about 368,000 miles of federal airways. Compare this to 343,000 miles of federal highways. These airways are available for use by all pilots, from student to airline pilot, with everyone expected to obey the "rules of the road."

Aircraft

Using this vast system of airspace are approximately 225,000 aircraft including about 6,000 blimps, balloons and gliders and nearly 6,000 helicopters. (Not included are the 6,000 plus ultralights which are not considered to be aircraft and do not require the operator to have a pilot license.

These aircraft fly about 36 million hours per year. Of this, general aviation accounts for 75% and the approximately 4,700 airliners account for the remaining 25%. It is interesting to note that this 25% is flown by only 2% of the nation's airplanes.

Airpersons (?)

The above fleet of aircraft are operated by about 710,000 pilots — including 311,000 private pilots, 150,000 student pilots, 150,000 commercial pilots, and 83,000 ATP (air-transport pilots) rated pilots. Of these, about 6% are female. (C'mon, gals!)

About half of all licensed pilots in the U.S. hold an instrument rating.

To help put the above figures into some sort of perspective, consider that there are about 550,000 physicians in the U.S. and that there are about as many lawyers as there are private pilots!

Air traffic control

All of the above collection of Airspace, Airplanes and Airpersons are controlled, cajoled, criticized and certified by the Friendly Airman Association, more commonly known as the F.A.A. [I always call it the "Federal



Aggravation Agency." Ed.]

Incredibly, this federal bureaucracy now totals about 47,000 employees. Or, in other words, one FAA employee for every eight licensed pilots and one FAA employee for every five registered aircraft.

Despite the complexity of modern airspace and the large number of aircraft and pilots, the buzzword "the crowded sky" remains largely a myth. Consider for instance, that if we put every aircraft registered in the U.S. in the air at the same time, each plane would have 6 square miles of airspace from the ground up. If all of the above aircraft were in the air at once above the great state of Indiana, (using only the low altitude airway structure) each airplane would own a block of airspace two square miles wide and 1,000 feet thick.

There is plenty of sky for all of us! FLY SAFE!

Coupe Currency Corner is written by E.O.C. member Ron Kerlin. Ron is an ATP rated Gold Seal flight instructor. He welcomes your comments and requests for topics and also welcomes your questions regarding anything of a training or regulatory nature. He can be contacted at:

Ronald L. Kerlin
9485E 1000N
Syracuse, IN 46567
219-856-2921



The new Eagleaire will look the same as this Mooney M-10 Cadet owned by Bob Elliott of Danville, Ill.

Once again in production!

By Ed Burkhead

It's not really the Mooney M-10 Cadet — it just looks like one, feels like one, flies like one and is based on the same type certificate — it's the Eagleaire.

The Eagleaire Aircraft Corporation has been formed to manufacture the new airplane in Liberal, Kansas, beginning this summer.

The new/old plane is intended to fill the increasing demand for trainer aircraft and is expected to sell in the \$50,000 range. The company hopes to turn out 80 planes in the first year of production and 250-400 per year in the future.

Eagleaire purchased the design and the type certificate, but NOT the product name — thereby not buying the old company's product liability. "Product liability stopped other major manufacturers from building trainers," said Bruce Berman of Seth Myer Associates, an Oklahoma City consulting firm working with Eagleaire on marketing the plane. "We aren't stuck with the old liability. We're starting fresh, so the product liability is minimal, but we have a proven product. It is one of the best airplanes that have ever been built."

"There is a definite need for new trainers," Berman said. If they can just fill the attrition rate for trainers that are retired, they hope to have an excellent market. "We hope to replace the Cessna 150/152 series as the standard trainer."

The only important change planned for the Eagleair is the engine. Since the previously used engine is no longer in production, a change must be made. They will probably make the first 25 planes with the O-200 engine which was previously STCed for the Ercoupe line of planes.

For the long term, though, Eagleaire plans to use the new Textron Lycoming 2N2 engine which will produce 116 horsepower. The new engine has a lower compression ratio

The new Eagleair

With the Lycoming 2N2 116 hp engine, Eagleaire predicts the following specifications (all numbers in statute miles per hour):

125 mph	cruise
522 miles	range with taxi and 45 min. reserve
1000 fpm	rate of climb
335 ft.	take off run with zero wind
955 ft.	take off over 50 ft. obstacle
48 mph	stall speed
15,500 ft.	service ceiling
160 mph	red line

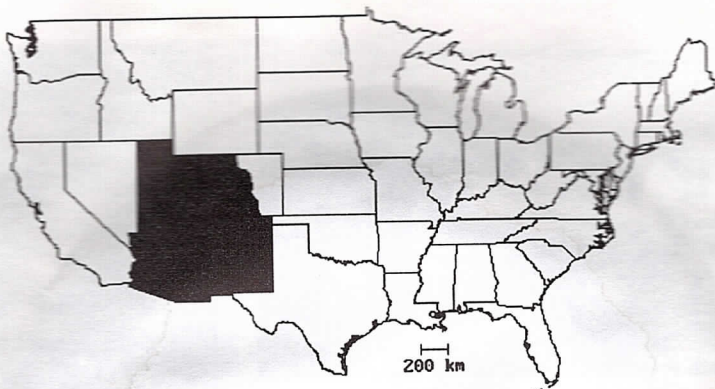
and will be able to use the new unleaded fuels that will be in the future for aviation. The new engine will use a new dynafocal engine mount which should, as a side benefit, transmit less vibration to the airframe.

The company received a \$300,000 community development block grant and has other financing available although it is considering adding additional financial partners. In the long term, Eagleaire Aircraft Corporation plans to go public and accept small investors.

Eagleaire Aircraft Corporation is being formed by Paragon Capital Corporation, a Dallas based investment firm. Until Eagleaire sets up its own office, it may be reached at 16475 Dallas Pkwy, Suite 300, Dallas, TX 75248.

If all goes as planned, the old Beechcraft factory will be remodeled by June at which time the tooling will be moved to Liberal. In addition to building the new airplane, they should be the supplier for Ercoupe/Forney/Alon/M-10 parts.

Another region needs an election!



By Ed Burkhead

We just got the official word that JoAn Cooper, regional director for region 8 is resigning. This leaves an opening for the director of the region that includes Arizona, Colorado (Western side of Rockies), New Mexico and Utah.

Please send nomination letters to Skip Carden, Attn: Region 8 Election, P.O. Box 15388, Durham, NC 27704.

Since you'll only get this issue a few days before the March 20th deadline for the April issue, we'll give you until April 15th to send in the nominations and we'll put the ballot in the May issue.

JoAn has agreed to continue to serve until we can get through the election process.

Oklahoma members start FBO business

By Mimi Stauffer

My husband, Earl Downs, and I have moved to Cushing, Okla., and have started our own FBO here. "Golden Age Aviation" is on Cushing Municipal Airport. We are in love with each other and with my 1946 415-C, N99462, (otherwise known as "Runner").

Our airport features a 5200 by 100 ft. paved, lighted, north-south strip and three 3,000 ft. grass runways. We have lots of outside tie-down space, a large (11,000 sq. ft.) main hanger and some open T-hangers.

Our terminal building is friendly, clean and warm. We have lots of hot coffee, tea and cocoa and snacks. We also have pilot supplies and gifts. We are planning to start Sunday B-B-Q lunches the first Sunday in March and continuing thereafter.

Also planned is a once or twice-a-month Saturday "Fly Cushing America" breakfast fly-in with bussing to the antique/novelty stores downtown. We're not set up with that yet ... but we're hoping to have something put together by April.

We are serving up, for my Ercoupe friends, 100LL at \$1.60 (Conoco credit card, check or cash) or \$1.64 for all other credit cards. Also we have Jet A at \$1.30/\$1.34 (for those Ercoupe-Jet conversions!). While the charts have not been changed yet, we DO FOR A FACT HAVE FUEL!

My Ercoupe, "Runner," is lonely here. We understand that there are some pretty fine Ercoupes hereabouts in Oklahoma and the surrounding area. We're hoping some of you will come and visit us soon. If we at Golden Age Aviation can be of ANY service to our Ercoupe buddies, we open our airport to you. We've got lots and lots of room and even more enthusiasm!

We hope to see some twin rudders over our skies! We're on the Dallas/Ft. Worth Sectional on 122.8 and our phone number is 918-225-1340. Our address is Rt. 1, 11 West Airport Road, Cushing, OK 74023.

Corrections

By Ed Burkhead

Burt Ellegaard wrote to correct some errors of names.

In the August issue, we got the award name wrong for the oldest pilot award — it should be the John Thoms award. It is named after the man who won it for so many years before he passed away. He was a delightful person!

In the November issue, a picture showed Dorothy and Fred Weick next to the Ercoupe donated to the EAA by one of our members. Instead of "Father Thoms," a nonexistent person, the airplane was donated by Father Tom Rowland.

Thanks, Burt.

Wing News

By Roy Wright
Mauldin, SC

We now have a new wing leader for Virginia. He is Jim Hughes, 5134 Rugby Rd., Virginia Beach, VA, 23464-7953, 804-474-0132.

He owns a 1947 Ercoupe 415 CD, N4576B.

For the Oregon Members

Oregon newsletter is \$5.00 for 1992. Send check to Mark Brewer, 9935 SW McDonald, Tigard, OR 97223, 503-598-0552.



Three of the Ercoupes owned by Bobby Brooks are N99766 that he and Ray Bernhardt flew for several years, N94828 which is now in his shop awaiting rebuild and N93905 which was saved from a honeysuckle thicket to fly again.

Flying life story

By Bobby E. Brooks
Salisbury, N.C.

I have waited long enough to write to Coupe Capers. You have asked anyone to write something about the Ercoupe — I will write my life story about my love for airplanes.

My first encounter with the airplane was in 1939. I was six years old when my father bought a 1926 Waco Nine at Statesville, N.C. and brought it home to Asheboro, N.C. We really gave this airplane the royal T.L.C.

One morning I had the joy to ride the Waco from Asheboro, N.C. to Coolridge, N.C., about 14 miles, where Dad and a friend were hopping passengers. That afternoon the wind blew the plane sideways into a tree while on take-off. Luck was with us and no one was hurt but the Waco was totaled. It took Dad seven years to recover from the financial loss of the airplane as he had no insurance.

In 1946 he bought a J-3 Cub from Clay Swaim in Salisbury, N.C. This was the first airplane I flew. Boy, was it a thrill to sit in the front seat with Dad in the rear and take-off, fly and land this J-3.

After a year Dad sold this J-3 and, in 1949, he bought another J-3. On Aug. 8, 1949, I soloed this aircraft. This J-3 was based at Fraley Field, High Point, N.C. With John Spencer as the F.B.O., this is where I learned to dislike the Ercoupe.

Dwight Lohr was my favorite pilot. This man could fly anything ... the J-3, T-Craft, PA-12, PA-22, AT-6 ... I could go on and on. He had just returned from the military where he had flown the P-51 in combat. He could fly any airplane as smooth as an old maid getting in and out of a feather bed. He was my hero!

Now, before I go any further, I want you to have a good mental picture of Fraley Field. There is a 2200 ft. north/

south strip of grass. About 500 ft. from the south end of the 2200 ft. strip was the crest of the hill with trees at the southeast side of the runway. We had everything — windsock, hill, sod, clods and gullies — a fine J-3 field.

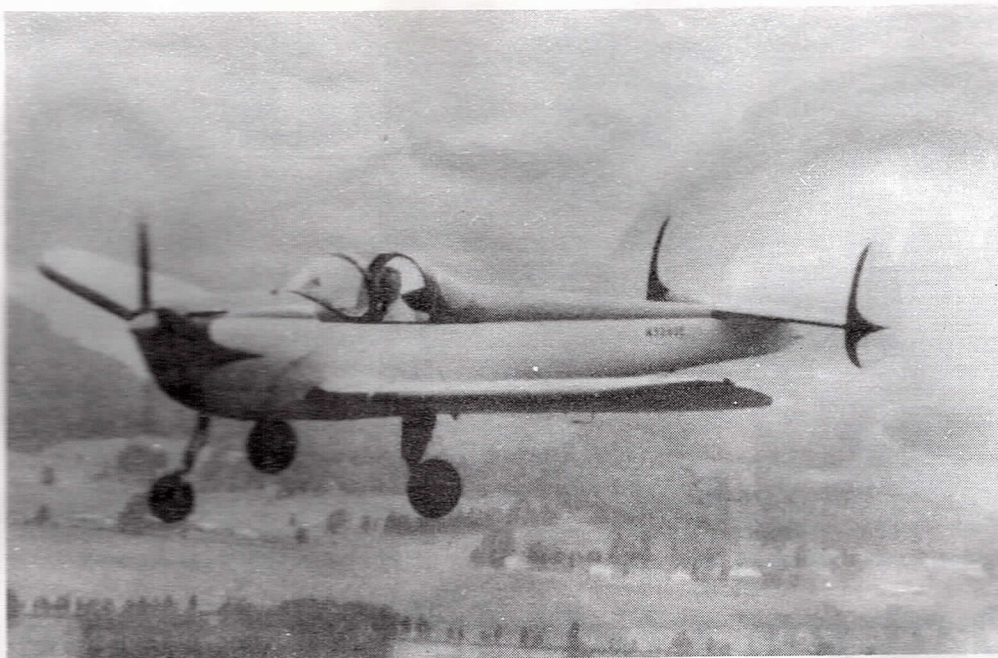
One day I asked Dwight about the little silver plane with the tricycle gear in the back of the hanger and he said "Oh, that's not an airplane. With all that metal covering, the 75 hp. is not enough power. I don't see how the pilot flies around those trees at the south end of the runway with no rudder peddles." Nothing was ever said about the wonderful 13 amp. generator, the lights and starter, with power for the low frequency radio that could receive the A.N. Beacon at GSO and the map gobbling 110 mph or the cozy cabin heat.

After 26 years of renting aircraft the family budget was finally in such condition that, if I had a good partner, I felt I could keep up my half of an aircraft. One day I asked a friend of mine, Ray Bernhardt, if he knew anyone who would like to buy half interest in an airplane and he said he would.

We then took our new formed partnership to our local F.B.O., Clay Swaim, and asked his advice about the best plane for our money. I was almost stunned when he said the Ercoupe. A week or so later, when I had recovered, I asked Ray what he thought and he said, "Let's look at some Ercoupes."

We traveled over most of North and South Carolina looking at Ercoupes (that was in the Spring of 1975). To make a long story short, we bought N99766 with a 75 hp engine.

O.K. We were the proud owners of an airplane — now we had to learn to fly it. I must say it was somewhat different than the conventional three axis control. After about 10 hours in the Coupe, I began to see that climb was a problem. We did what many of the folks are writing you about now. The prop was changed from a 7251 to a 7249 with no



Flying the plane he rescued from the honeysuckle thicket is Bobby Brooks of Salisbury, North Carolina.

noticeable difference in climb.

I went to GSO one hot day in July and the radio conversation went like this:

Greensboro tower, Ercoupe 99766 would like to taxi to active for takeoff.

Roger, 766. Active is one four, altimeter..., wind..., cleared to taxi.

766, Roger.

Greensboro tower, 766 ready for takeoff.

Roger, 766. Taxi into position and hold. 766 you are cleared for takeoff.

766, Roger.

766 is cleared for left turn out.

Greensboro, 766. Request to fly runway heading.

766, runway heading is approved.

After a 5 or 20 second delay ...

766, why did you request runway heading?

This is 766. I had to get enough altitude to go over the hanger or fly around it.

Roger 766.

10 or 15 minutes later ...

Ercoupe 766 say altitude and heading.

766. Altitude is 1800, heading 240.

766, do you have a problem?

This is 766. Uh ... negative. Let's see, rpm 2250, air speed 65, outside temp 96 degrees, oil temp 230, vertical speed indicator 200, all looks normal.

Roger 766. You are clear of our control area, resume own navigation.

766, Roger. Have a good day.

By now I had decided something needed to be done.

Our second annual was coming up and this was when we met Chick Clayton of Burlington, N.C. I spoke to Chick about the problem and persuaded him to ride with me. He saw the performance was slow.

When I stalled the Coupe to show him how it would fall off on the left wing, he said let's take it back and land. I found out later he was afraid it would go into a left spin and he wasn't sure it would recover. The leading edge of the left wing looked a little out of proportion so we agreed to replace the left wing. This being done, the performance was still unchanged.

After much thought, Chick gave me the rigging instructions for the Ercoupe. After studying them, we set out to re-rig the controls and the problem was found. The left rudder was set out 3 degrees.

(This is not one of the 4 maintenance procedures you are allowed to perform on the Ercoupe. Please get an A&P or AI who understands the coordinated control system of the Ercoupe to help you perform this.)

After this was corrected, the performance picked up and I think this was when I fell in love with the Ercoupe.

Please be advised, the Ercoupe in good condition and on a good day does not climb like a homesick angel.

The story doesn't end here. Ray and I sold the Ercoupe and he bought a 172. I bought N93905 out of a honeysuckle thicket in Raleigh, N.C. (see pictures enclosed).

With Chick's help and my wife's understanding, three years later, with an 85 hp, 93905 made her first flight after a major rebuild. She performed beautifully. 93905 carried me over 700 hours throughout the Southeast.

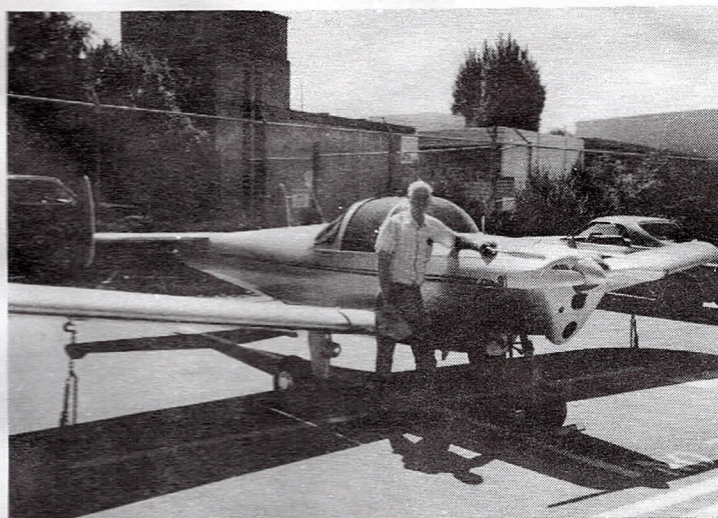
I have just finished rebuilding N99621 with an 85 hp and 94828 is in the shop.

Well, I could share thousands of pictures and spend countless hours telling "there I was at ten thousand feet" stories. I love all kind of airplanes, but the Ercoupe has a special place in my memories.

We'll say goodbye for now and leave you with the thought — K.E.F. — Keep Ercoupes Flying.



Little Coupe at San Martin, Calif., on a Sunday outing.



Steve's Dad was able to look at Little Coupe after it was restored.

Taking Dad for a ride in the Coupe

By Steve Robinson

You could say I am one of those people that has flying in his blood. My earliest memories revolve around aviation.

When I was a child, my father would build me stick airplanes to keep me occupied as I wandered around the local glider club while he worked on the restoration of his Interstate Cadet.

Growing up in China Lake, Calif., (a naval weapons test center) in the 1950s, I can vividly remember my father taking me to watch reddish-orange Bearcats being shot from the sky with missiles and all the flaming debris falling to the desert floor in the hot afternoon sun; or the amazing spectacle of a glider being silently launched by long ropes from the rear of a car as it sped off into the distance.

In the 1960s, the weekends were spent flying "*dangerous missions*" over Europe and "*dog-fighting*" with the Luftwaffe from the cockpit of a decaying bamboo bomber in the boneyard of the local airport as my father worked on the Interstate. I remember attending many of the antique fly-ins where I would stand and marvel at the graceful beauty of the biplanes.

By the 1970s, I was out in the garage building every model I could get my hands on. If it had wings, I built it. My father was working on a new airplane — a tail dragging Tri-Pacer called a "Raven." I also started logging time in the Interstate. Most of those hours I don't remember anymore — except the one time my father had removed the door.

We were flying low over the beaches of Santa Cruz. We happened across a beach where everybody was wearing the same light-tan bathing suits. When I pointed it out to my father, he informed me that they weren't wearing any clothes at all. What a flight!

It was around this time that I remember my father

showing home movies one evening when he came across some old 8mm film of his college days. After serving in the South Pacific flying B-24s and B-29s, he came home and attended colleges in Texas and then in Oregon. The film contained the usual family get-togethers, his graduation from college and events such as my mother learning how to drive — now that's entertainment!

On the last reel was my father flying model airplanes with the guys. At one point he loses a free flight. He promptly walks over and gets into, you guessed it, an Ercoupe. He then flies from the field to search for the wayward model. It turns out the Ercoupe was his first plane purchased (almost new) in 1947 for \$800. My parents used it to travel from Oregon to Texas and all points in between.

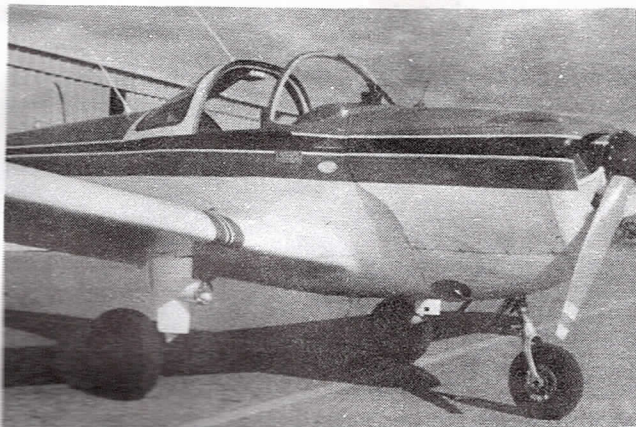
The '80s were spent more earth-bound with things like starting a new business and marrying my lovely wife, Sheilah. Flying, though, was never far from my thoughts. In 1987, a friend of my father's, David Brocker, made me a proposition I could not refuse — part ownership of a 1946 Ercoupe that needed *some* work. (Another story entirely.)

Dave didn't need to ask me twice — the deal was struck and 3734H became part of the family. After a two year restoration, 34H looks as new as the day she came out of the factory.

This past Christmas, Sheilah and I decided to surprise my parents who were visiting relatives in Arizona. After stops in Thermal, Calif., (elevation 117 below sea level) and Phoenix Sky Harbor (a real treat at night with jet traffic everywhere), we arrived at Avra Valley airport, 20 miles north of Tucson.

The country was beautiful with flat plains all around with a few mountains rising up a couple of hundred feet,

Deja Vu Continued on page 9



A very modified Coupe

By John E. Walden
2438 Woodhall Drive
Mesa, Ariz., 85205
602-985-5158

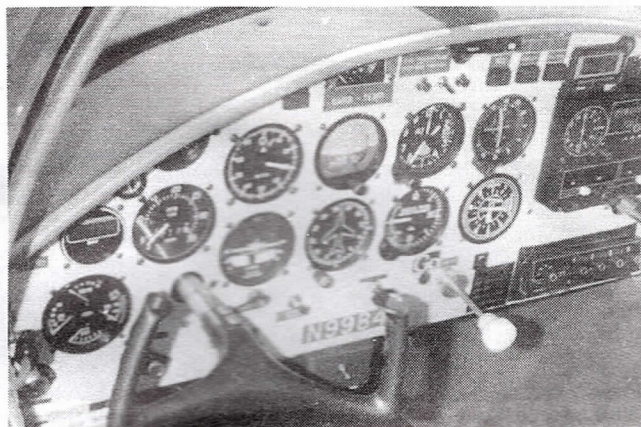
From our members' ads, I see that Mr. Joe Huges requested information on Cessna 150 seats for a Coupe.

I have installed Cessna seats in my Coupe along with a new instrument panel from Skyport. I am including a copy of the engineering reports and drawings I used to install my seats and instrument panel.

[The drawings and engineering reports take several pages. Anyone who'd like a copy, please write to me and I'll send them to you. Ed.]

After removing the old seats from the Coupe and installing a new floor panel, it is necessary to make seat rails as shown in my engineering report #LE-045. After removing old hardware from Cessna seats, they bolt onto rails for just the right height.

I also have very large rear windows. I am enclosing an



engineering report with drawings.

So that radios can fit in the instrument panel, I cut the old Coupe panel out and set the new panel back 3½ inches [moved aft] as shown in the drawings and engineering report #LE-1044.

Over the last four years, I have disassembled and restored my N99843 to a like-new Coupe.

I have 16 modifications with STC 337 forms and three engineering reports. N99843 has an O-200 Continental engine and six radios:

- King Nav Com 155
- King A.D.F. 86
- King Transponder 76A
- King hand-held that slides out of the panel
- II Morrow Ioran C18C
- Emergency Beacon GS 21

With full gyro panel, three clocks, air temp and carburetor heat gauges, manifold pressure gauge, two strobe lights, two landing lights, and my own modified brake system.

If any member would like to install seats or an instrument panel, I will be willing to help in whatever way I can.

[John, you describe your plane to be in "like new" condition. It looks to me like you've restored your plane to be better than any that ever rolled out ERCO's door. It looks great! Thanks for sharing your methods. Ed.]

Deja Vu Continued from page 8

all sprinkled with cactuses. The skies were crystal clear with only a few puffy clouds on the bright, blue horizon.

The day after Christmas we went to the airport where I gave my young cousin her first airplane ride. Then my father and I went up.

My father had not flown for 15 years, having lost his pilot's license to diabetes and for one reason or another had never flown in 34H. As we took off over the desert, I asked him if he would fly for a while. He took the controls and we skimmed over the desert, circled the relatives' house and flew along the mountains hugging the terrain.

All too soon, we were starting our approach to land. Letting down slowly across the desert, I had a moment of deja vu. That 8mm film flickered back into my mind. It was as though the year was once again 1947 and we were just returning from scouring the countryside for that elusive model airplane.

As if he had flown yesterday, my father turned onto final and set her down on the numbers without so much as a jiggle. Rolling to a stop, I looked over at him and could see the thrill and satisfaction on his face, even though we never did find that wayward model.

Steve Robinson lives in Cupertino, Calif., with his wife, Sheilah, and N3734H. Note: N3734H is not allowed in the house.



New member Rodrigo M. Araya, Rancagua, Chili, sends this photo of his "E" model Coupe.

Members letters — let's keep in touch

By Rodrigo M. Araya
Cesar Jimenez #878
Villa Jardín Oriente
Rancagua
Chile
South America

Dear Sir:

When a friend gave me the book "The Ercoupe" as a present, I knew there was a club of owners of Ercoupes. It would be a real honor for me to be a member of that club, that's why I'd like you to consider my name to be accepted as an active member.

If your answer is yes, I'd appreciate you to tell me about the cost of the yearly social fee and some other information.

Expecting a soon answer from you, I want to say hello to you and all members of Club of Ercoupe.

Sincerely

I/s. I enclose my personal information about the plane, an international stamp for answer, and a picture of the plane. Age: 48, Occupation: Engineer, Amateur radio CE-CNY, Ercoupe model "E", 1948, Power Plant: C-85-12F.

[Welcome Roberto! I hope you are now receiving the Coupe Capers and that we can help you keep your pretty plane flying. Keep in touch. Ed.]

By Jack Samelson
Hartington, Nebr.
EOC Member #1

I got the Dec. Capers yesterday and of course read it by noon. Then the evening paper came and I just had to tell you what a coincidence I found in it — way out here in the sticks. *[Jack included a newspaper clipping about Tangier Island, the place where the Tangier Holly Run flies every year. See the Coupe Capers article in the December issue. Ed.]*

I've owned five Ercoupes in my life (you can see I'm getting on) none of which I bought or sold for a profit. The first, a '46 in '47 I bought for 1559.00 and sold for \$1200 in '49. Traded my '47 Chevy convertible for a '47 Coupe in '49 and drew \$525 difference. I had both Coupes and no car

when my girl friend agreed to marry me so I had to part with the '46 and get a '49 Chevy convertible — the only new cars I ever bought.

The '47 Coupe had to go in '52 when we needed a house and the family was started. #3 and #4, a '47 and a '46 bought in '73 were disasters we won't go into.

N93990, serial number 1313 is a jewel and was also bought in '73.

[My apologies to Jim Cox. While sorting the archives (cardboard boxes), I found the letter of his which I'd previously misplaced. Ed.]

By Jim Cox
Arizona Coupe Group

On Sunday, August 18, the airport at Kearney, Ariz., hosted seventeen members of the Arizona Coupe Group.

Kearney is a small community nestled in the valley of the San Pedro River, sixty miles north of Tucson. Its airport has a single forty foot wide runway that runs uphill to the east, terminates on the edge of a small lake on the west and is short enough to make landings and takeoffs interesting.

The Coupe Group members and their guests arrived in a variety of airplanes. First to land was a replica DH-4 biplane flown in from Tucson by its builder, Roy McCaldin, with Chuck Foreman in the second cockpit. Jim Cox in his Grumman Cheetah followed, with James "Red" Ward as passenger. Bob King landed in his Cessna 150 and then a Piper Comanche arrived with Kent and Helen Foster followed by a Beechcraft Bonanza carrying Tim and Ramona Yoder and Glen and Judy Yoder.

And then, finally, an Ercoupe arrived. It was flown by JoAn Cooper with husband, Fred, as co-pilot. Minutes later, Daryl Lessard made the scene in his Ercoupe with Darrel Brown as passenger.

Tom and Brenda Epperson drove in from Cave Creek and met us at the General Kearney Inn where we devoured king size breakfasts and enjoyed an hour and a half of airplane talk.

Our ground transportation, provided by two local pilots

and personnel from the restaurant, returned us to the airstrip, happy and well fed, where we prepared for departure to our home airports located in various parts of Central and Southern Arizona.

By Jim Allison
Yellow Springs, Ohio

Wasn't that a marvelous cover on the October issue? I'm sure it gave Hank and Louise great pleasure.

By John Olav Johnsen
1219 Monte Verde Drive, N.E.
Albuquerque, New Mexico, 27704

My partner and I have just completed the purchase of a 1948 Ercoupe 415-E (N94783). Acquiring this aircraft satisfies a long hoped for goal of mine ... to own and fly an Ercoupe.

I fly more sophisticated and modern planes on an ongoing basis, but none have ever given me the pleasure that flying the Ercoupe does. It might have something to do with the fact that my first airplane ride, as a youngster of six years, was in an old (then relatively new!) 415-C. That was 34 years ago and I never got the Ercoupe out of my system.

N94783 is a real sweetheart with a Continental O-200 100 hp engine which is just the thing flying out of our 5,000 ft. plus airports here in New Mexico. It has the rudder conversion, speed kit, new plexiglass, a brand new stack of Bendix/King avionics, new wings, new paint ... the works.

My partner, who will also be joining the EOC, and I look forward to flying to the next EOC National Convention.

I would appreciate any information you can provide on local Ercoupe activities. Looking forward to membership!

[What is a speed kit? I've never seen one on a Coupe. Please send us the details, John.]

For local activities, try contacting JoAn Cooper, the region 8 director. She's still serving until the election for her region is finished, even though she has resigned from the job. Her address and number are in the list of directors on page 20.

We'll be publishing a new club directory soon and that'll give you addresses for the local members.

Welcome to the club. Ed.]

By Don Johnson
Estherville, Iowa

I'm following your recent article about using the Coupe as an "instrument platform" with great interest. I should take my instrument ride this spring and, as of now, I plan to use 7515C. I'll let you know of any responses or reaction from the FAA or designated examiner, if any.



"That little bent wire shor is a smart way to know when you radiator needs fillin."

Welcome to new advertiser BLUE SKY

By Ed Burkhead

We'd like to welcome a new advertiser: Blue Sky.

The prices you see in the advertisement below seem to be special to our club. An advertisement in another magazine has the key ring at \$6.95 and the pilot's license engraving for \$48.95. Thanks to Blue Sky for the better prices.

	<p>YOUR PILOT'S LICENSE</p> <p>A replica of your pilot's license is photo-etched on a 5" x 7" gold or silver tone metal plate. Then beautifully relief mounted on a red, blue or black velvet background, in an antique gold or silver traditional 8" x 10" frame. An elegant way to display your flying achievement in home or office. When ordering, specify red, blue or black background and gold or silver frame. Send copy of pilot's license and pilot signature in black ink in 3" line.</p> <p>\$39⁹⁵ PLUS \$3.50 SHIPPING CHARGE</p>	 <p>* FREE LOSS PROTECTION ... Each key ring has your personal coded I.D. number. Finder drops key ring in any mail box and BLUE SKY guarantees return to you! FREE!</p>	<p>Cock Pit Placards KEY RING</p> <p>Always Ready in an Emergency! PLASTIC • EASILY READABLE</p> <ul style="list-style-type: none"> • Emergency Engine Checklist • Airport Traffic Light Signals • Controlled Airspace Minimums • V.F.R. Compass/Altitudes • Radio & Transponder Frequencies • ICAO Alphabet <p>\$5⁹⁵ NO SHIPPING CHARGE</p>
<p>BLUE SKY 13587 MINDORA AVE. 1-818-367-3342 VISA AND MASTERCARD O.K. SYLMAR, CA 91342</p>			

How I got FAA modification approval in just one day!

By Bill Coons
Lombard, Ill.

February 1990 ... The coupe was in for my 5,000 dollar annual. That's right 5,000 dollars. I knew it needed a little work and there were a few things I wanted changed, but my mechanic wanted a WHOLE LOT changed. Like removing my nice bucket seats, electric fuel pump, etc., etc. I had bought it 10 months earlier and I wanted to keep it so I opted to restore it correctly.

One of the things that really bugged me was the fact that the tail was low, and on the ground it did weird things like trying to take off before I was ready. In a cross wind it was hard trying to keep it on the centerline. Of course at this point I considered myself a novice, but I did a lot of reading and asked a lot of questions.

I did know for sure that the Ercoupe was not designed that way and it was only the conversion to dual fork nose gear and larger tire that lowered the tail. I thought I might try a smaller tire but that was impossible. Univair could offer no help either.

Everyone seemed to accept the fact that you could pass the annual and be airworthy even if the airplane was way out of whack — without even exploring the possibility of trying for a cure.

I called a friend, who shall remain nameless and he said that some guys had put little shims in the landing gear — that really intrigued me. He also said that it was illegal and if you were ever in an accident, no matter if you ran out of gas or were dead drunk while flying, that little spacer would be the cause of the accident. There goes your insurance.

I thanked him and called Skip. He said he would work on it.

About this time, my Coupe was still undergoing the annual and was jacked up. I thought to myself, "Why don't I just sneak in there during lunch hour and slip them

little dudes in myself. No one will ever know."

I made a quick trip to the machine shop in town and he whipped me out 3 steel shims 5/16 7/16 and 1/2, just to be sure. Then I proceeded to write a letter, mainly to the mechanic telling him just how important that little spacer was and how easy it would be to install. He would have none of it ... just was not legal.

Now, this didn't seem right and he said that the only way I could do it was to get a 337. No problem, he said, but it could take 6 months to get all the engineering done and forms filled out. That was just GREAT!

But, about this time I'm thinking that I know someone in the GADO office. He is the aircraft inspector familiar with Ercoupes and in fact had rebuilt several, and most important, he's the guy who approves and signs the 337s, the official FAA field change approval form. My luck is beginning to turn.

Early the next morning I'm waiting for him at the FAA office and I tell him my little tale of woe. He agreed that with the tail back at the original height, the landing and take off qualities would certainly be improved. Also the visibility over the nose was better. I would need a 337 to do it of course.

He handed me a couple of forms and asked me to fill them out and wanted to see some sort of sketch to see how I was going to do this. I did a quick drawing on the back of an envelope, and he told me to go home and make a good drawing, write a description of what I wanted to do and exactly how I proposed to do it then bring it back. I hurried home, made the drawing, got the word processor on line and was back at the FAA office in 2 hours.

The FAA man told me to take it to the mechanic for him to sign. So, likkety split, I'm out of the office on my way back to the airport. By the way, the airport is 65 miles from the FAA office. The mechanic finally signed it and now I'm on my way back to the FAA office.

Come Fly With Us The Ercoupe Owners Club



Join with other owners and pilots of Ercoupe, Alon, Forney and M-10 Cadet aircraft. The Ercoupe Owners Club was founded to provide a way for owners and pilots of Ercoupes to exchange ideas, and make available information on parts, repairs and safe responsible flight. Members enjoy free classified ads in the newsletter, discounts on parts and accessories and special insurance rates.

The Ercoupe Owners Club
PO Box 15388, Durham, NC 27704

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1992 National EOC convention

By Shirley Brittian
623 Rolling Hills Dr.
Newton, Kansas, 67114
316-284-0145

Things are starting to come together for the 1992 E.O.C. National Convention.

Ron and Ginny Johnsen had a planning meeting for the Iowa Wing at their home in Des Moines on Saturday, Feb. 15th. Friday afternoon, as we were driving there from Kansas, the mist turned to ice about 50 miles south of Des Moines. It turned into a three inch snow that night. So, due to icy roads, the attendance was down (although Ginny's lasagna was worth fighting the weather for). Ten members attended.

All the Iowa wing members rallied to the cause and agreed to do the jobs during the Kansas nationals they had perfected during the Iowa nationals in 1988.

Tony Crandell agreed to take over as editor for the Iowa newsletter and, while he was in an agreeable mood, he was elected Iowa wing leader. *[Tony can be reached at: 501 N. Walnut, Lamoni, IA 50140, 515-784-7204. Congratulations, Tony. Ed.]*

Saturday, Feb. 22nd, we had our first Kansas meeting for forming a Kansas wing. I had mailed out 40 letters and received 25 letters of interest, so it looks good. Fourteen attended and we are all very excited about future meetings, fly-ins and hosting the 1992 E.O.C. nationals here in Kansas.

Mr. John Allen, past president of Alon, Inc., manufacturers of the Aircoupe at McPherson Kansas and his interior design engineer Mr. Harold Russell attended our first meeting. Mr. Allen spoke to us about starting the Aircoupe factory and shared a lot of pleasant memories about manufacturing the Alon A-2.

After the meeting he flew N5603F and decided my "yellow

peril" is still the super little plane he manufactured 25 miles from here in 1966.

Everyone, start making plans to attend the 1992 Ercoupe Owners Club nationals from Wednesday, July 1st, to Sunday morning, July 5th. We will have a schedule and more information later, but here is a sample of the activities being planned.

A trip to the Kansas Cosmosphere and Space Center, where you will visit the Hall of Space, the largest display in the country outside the Smithsonian's National Air and Space Museum, with more than \$100 million in artifacts.

The Omnimax Cosmosphere Theater features a 44 ft tilted wrap-around dome and six channel stereo sound system. Omnimax is the largest and most sophisticated movie projection system in the world.

The Planetarium gives you the moon, stars and the universe as you journey through time and space. The latest images and information from spacecraft, computer generated NASA simulations and happenings in space "live" via satellite downlink.

This is also the week of the Chisholm Trail Festival in Newton. The "Old West" at its best, with horse drawn wagons, street dances, a different band performing in the park bandshell every night, and walks and a carnival along the river.

Lodging will be at Bethel College at a cost of about \$27 per day per person for room, bedding **and three meals** (including some noon meals at the field) — double occupancy. Several nice motels with room rates from \$37 up are close by.

Car rental is from \$17 per day for compact to \$40 for vans.

We hope to have something for everyone. More details later.

P.S. Help! We need wing leaders for Nebraska and Eastern Colorado. If anyone is interested in the position, please let me know.

FAA-337 Continued from page 12

At this point things are coming together rather nicely, and now I'm wondering how much longer I can keep up. I handed the finished paperwork to the inspector and while he was signing it I asked him if would really take 6 months to process it.

He looked at me and said "How about 6 seconds". He handed me the copy and THAT WAS THAT. I couldn't believe that I had a 337 in less than 24 hours.

I took a copy to the airport and now the mechanic could install the spacer legally.

When the airplane was finally lowered to the floor, the tail was just 6 feet high. Not perfect, but like my daddy would say, "Better than a sharp stick in the eye."

The proof of the pudding was in the flying. The airplane stayed on the ground until you pulled it off — without having to hold the nose down. It was like trading in a WHEELBARROW for an AIRPLANE. The view over the nose was great, and somehow it had a better appearance just sitting there.

The landings were even better. On the flair, when the mains hit and the nose lowered, the wing now had a very low angle of attack and the nose wheel stayed on the runway for positive steering.

At the 1990 convention in Ohio, Skip did a talk on the subject and covered it very well. I was new to the club at that time, knew very few people and quietly sat in the back row. I'm always amazed to find out how much I learn by keeping my mouth shut and just listening.

I sent a copy of the 337 to Skip and it was published in Coupe Capers. Right after that my phone never stopped ringing. I must have made hundreds of copies. At Lock Haven The stack of 75 copies were gone in 3 days.

Anyway the upshot of the whole thing came down to this ... A problem that has plagued many Coupe owners for a long time was solved in 24 hours and the irony of it was: to correct it, all one had to do was to put the airplane back to where Fred Weick had designed it in the first place.

[Let's give credit to the person who put the effort into getting the problem solved the official way, then shared it — thanks, Bill. Ed.]

Hints and tips

Hey there, yall! Our hints and tips section is getting short! We sure need you good people to send in your tips! This is the important stuff.

By Bill Musgrave
Jefferson City, Mo.

I have just rejoined EOC after an absence of nine years and was reading the November, 1991 article regarding the Goodyear disc clips and the proper installation of the DOT fasteners.

Lee Brandon is correct. The fasteners go in from the outside.

Enclosed is a two page copy of the Goodyear Service Information letter dated September 30, 1957 which outlines the proper procedure for clip installation. Page two shows, in excellent detail, the Dot fastener going in from the outside.

Hope this is of help in solving the difference of opinion on this.

[Here's the diagram — it looks conclusive to me. The information in the text doesn't add much to the diagram — we won't reprint the whole thing unless there's a significant demand. This kind of reference to the source is exactly what we needed. Thanks Bill. Ed.]

By Paul Prentice
Denton, Texas

When you are buying a plane, have the seller fly it half way (or to your location) and meet them there. Never go look at a coupe at the seller's place.

If the seller doesn't feel confident enough to fly the plane halfway, you probably don't want it.

By Harry Leneau

I heard that someone has a set of blueprints for the Ercope. I'd like a copy. *[So would I. Ed.]* My address is: Rt. 1, Box 229C, Molitor, Aurora, IL 60504.

By Roy Wright
Mauldin, S.C.
Region 10 Director
(DC, KY, NC, SC, TN, VA)

Cooper Tools Xcelite (N/S No. 48761) two-in-one screwdriver. Get one to keep in plane — very light — weight 2 oz.

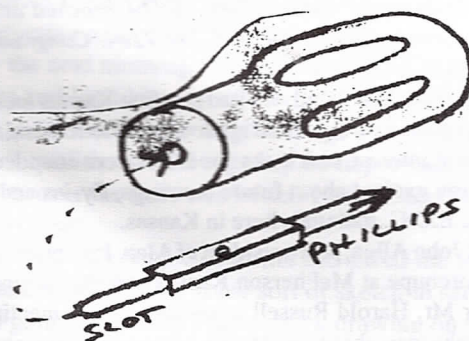
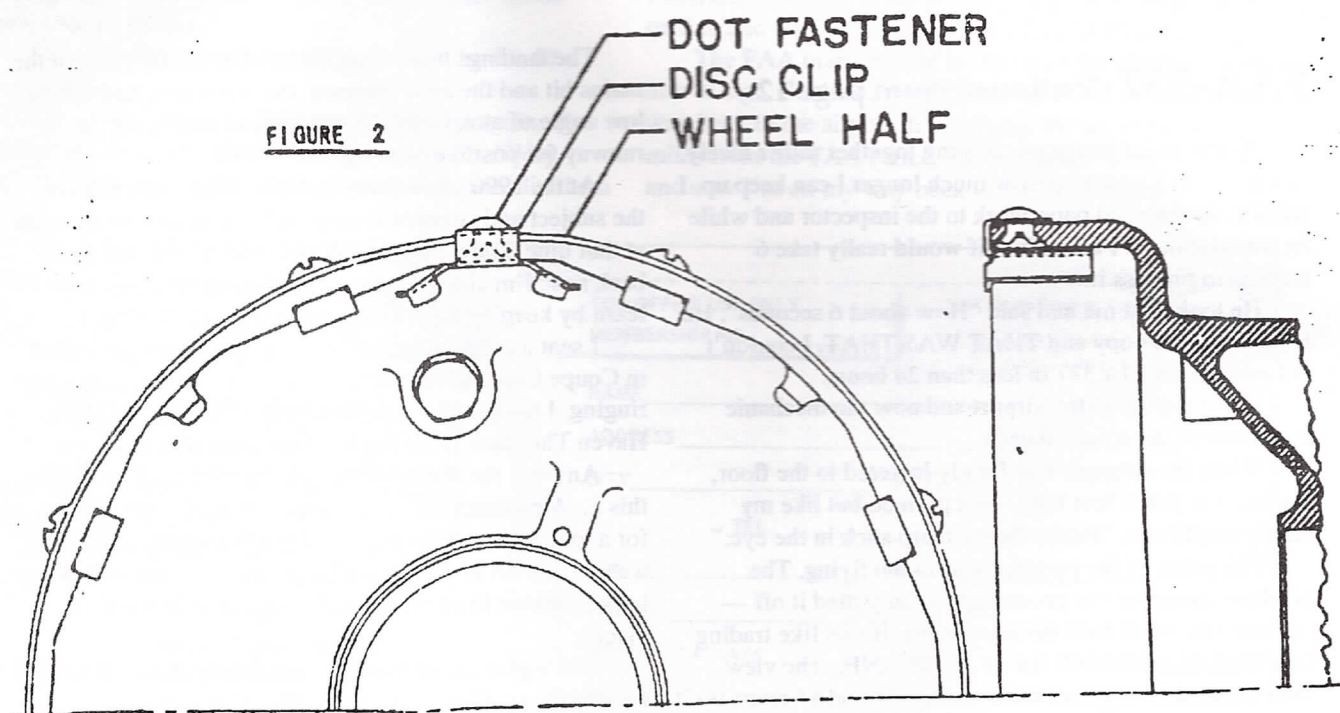
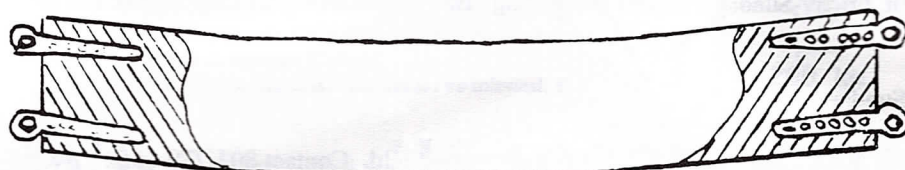
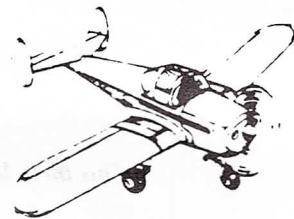


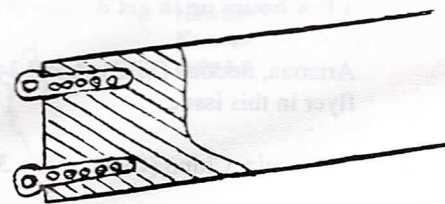
FIGURE 2

DOT FASTENER
DISC CLIP
WHEEL HALF





CENTER SECTION



WING

INSPECT THE MAIN SPAR IN THE WING AND CENTER SECTION FOR CORROSION AROUND THE WING ATTACH FITTINGS. CORROSION IN THIS AREA IS CAUSED FROM DISSIMILAR METALS (STEEL FITTINGS ON AN ALUMINUM SPAR) AND METAL STRESS. SOMETIMES, CORROSION HERE CAN BE CORRECTED ONLY BY COMPLETE REPLACEMENT OF THE AFFECTED PART. HOWEVER, LIGHT SURFACE CORROSION MAY BE TREATED.

IF CORROSION IS FOUND, CONSULT AN AIRCRAFT MECHANIC TO DETERMINE THE CORRECTIVE ACTION.

Hints and Tips

Continued from page 14

**By Kit Lindsay
Warrensburg, Mo.**

I purchased a 946 415-C about a year and a half ago that had been sitting in a basement for 30 years. I brought it back to life, converting it to a "CD" with pedals, etc.

Recently, I replaced the side windows and found a solution to a problem some of you might be having. The

inside of my windows were rubbing the fuselage inner skin. (\$30 in the Univair parts catalog, page 10.)

Since this makes up part of the seat bucket, there was no way to keep it from possibly contacting the window when it was down. So, I ended up cleaning the spot of contact with Scotch Brite and used Buck trim adhesive to glue a piece of felt (purchased at Wal-Mart — 20¢) to the inner skin.

This worked great! I did it to both sides and am happy to say that, after multiple opening-and-closings, there are no marks whatsoever! Only time will tell if it will not mark the surface, but I think it will be O.K! Good luck.

Upcoming Events

*This includes mid-month events — even though some of you may not get this in time, some people will.
Send us notices EARLY! Read the event list EARLY!*

California, Palomar (CRX), **March 8th**, Sunday.

Illinois, Mattoon, (MTO), **March 8th**, Sunday.

California, Harris Ranch, **April 5th**, Sunday, North/South game.

National — Sun 'n Fun — Florida, April 5-11. EOC will have a booth throughout Sun 'n Fun. The EOC forum is scheduled for Noon on Monday, April 6th. The Ercoupe banquet is scheduled for Tuesday, April 7th. Contact Joe McCawley, 615 Irvington Ave., Orlando, FL 32803, 407-894-0066, to volunteer to help staff the booth for a day or a few hours or to get details of the banquet, etc.

Arizona, Sedona (SEZ), **April 24-26th**, Friday-Sunday, Arizona Wing Ding. BIG REGIONAL EVENT!!! See full page flyer in this issue.

California, Chino (CNO), **May 3rd**, Sunday.

South Carolina, Columbia, **May 15-17**, EAA Chapter 242 Spring Fly-in, Owens Field. Contact 803-779-6562. Award banquet Saturday night.

Michigan, Owosso, Community Airport, **May 16**, 12th Annual Spot Landing Contest and Potluck Supper Fly-in sponsored by Flight One, Inc. Contest events include power on and off landings and message drop. Trophies awarded. Call 517-723-4166, Mike or Marsha.

Ohio, Waverly, Pike County Airport, **May 17**, 8 a.m. till ??, General purpose fly-in, Static displays, para planes, experimental, WWII aircraft, R.C. aircraft, ultra-lites, hang gliders, gyro copters, refreshments.

California, Rabbit Dry Lake, **May 22-24th**, Camp out located between Lucern Dry Lake and Apple Valley. Contact Ed Bilewitch 619-948-3111.

Illinois, Lacon (30mi N. of Peoria), **June 6th**, Chili at Noon, sponsored by Ed Burkhead.

California, Santa Paula, **June 7th**, Sunday.

National Convention, 1992, Newton, Kansas, July 1-5, Wed-Sat, Same weekend as Chisolm Trails Festival. Space museum nearby. Enormous runway almost big enough for an Ercoupe to land crosswind (according to popular perception). Fly-in director: Shirley Brittan, Newton, Ks. 316-284-0145. Remember, Shirley was the coordinator of the very successful Iowa national in 1988. Shirley plans to keep the costs low — so plan on coming! *Volunteers needed!*

California, Lompoc Muni (LPC), **July 12th**, Sunday.

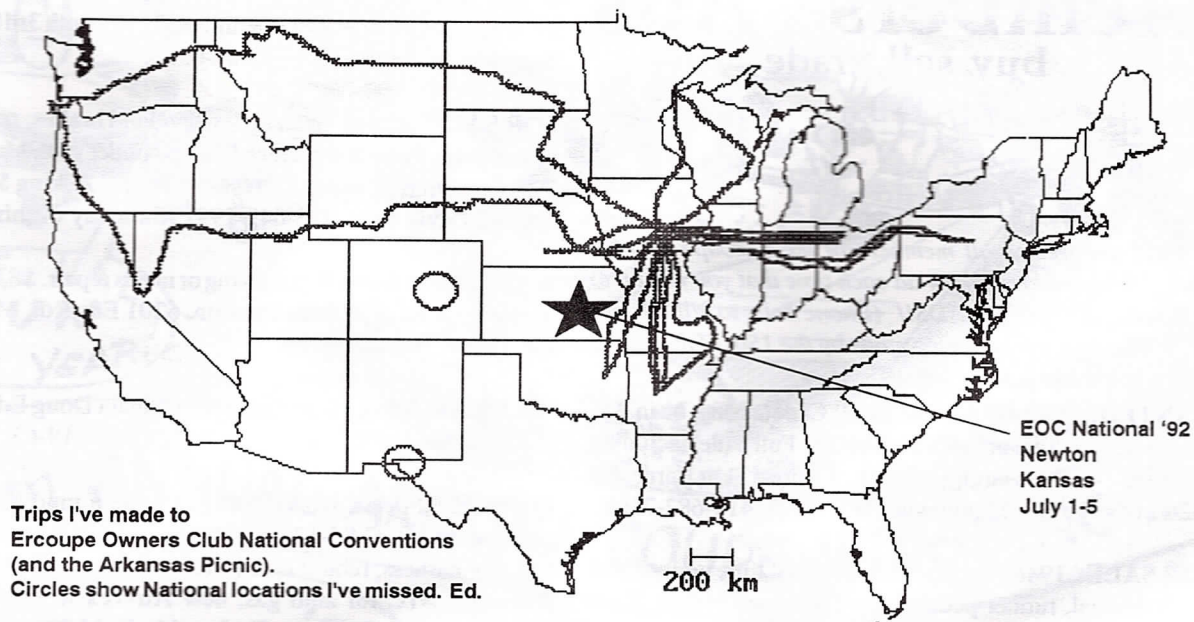
California, Kernville, **August 1-2nd**, Camp out with Sunday brunch. Inner tube river.

California, Apple Valley, **September 6th**, Sunday.

California, Columbia, **September 18-20th**, Friday-Sunday. Campout with BBQ. Northern and Southern wings.

Arkansas, Dardanelle, **September 24-27th**, Great little chicken farm fly-in picnic. The event is now definitely scheduled.

California, Rosamond, **October 4th**, Sunday.



Where will 1993's national be?

By Ed Burkhead

This is an editorial — it doesn't reflect an opinion of the club leadership, just my own opinions and observations.

Each year, at the national convention, groups bid for the privilege of hosting the national convention for the following year. Then, the members present vote on which group will be privileged to work their tails off.

You should consider hosting the nationals. It's a lot of work, but it's fun. And, it's very good for the hosting group. It builds a comradeship that's hard to get any other way. Once your wing or area has spent that much time together, you get together often for years into the future.

A few years ago, I was part of Shirley Brittian's staff as we hosted the national convention in Ames, Iowa. Starting in mid-winter, we held monthly meetings to make plans, divide up jobs, and check on progress.

When bids are made for the convention, groups have come with video tapes of their locations and facilities. Others have won by just standing up and saying that they'd host it — with no preparation made at all for the bid.

I've seen a group win the bid by saying they'd host it, but with one thing or another, they couldn't pull it off — others had to (in a big rush) put together a national.

Personally, I'd like regions to host the event that haven't. I've enjoyed the central states events, and the Midwest events (why is the Midwest east of the central states?). But, I've best enjoyed flying my little Coupe to Lock Haven, Pennsylvania and Minden, Nevada. I wish I hadn't missed the convention in Carlsbad, New Mexico, and Boulder, Colorado.

Personally, I'd like to see a South West national fol-

lowed by a Central national followed by a North East followed by a Central followed by a North West followed by a Central followed by a... Do you see the pattern?

Sure it would be expensive for me to fly to Arizona or Maine or Florida or Oregon. But those would sure make great trips.

If you are moved to make a bid, consider these things: It takes a group to host the event. Iowa did well with seven to 10 core staff and others helping at the event. Steven Kish and his "Motley Crew" worked themselves silly last summer at Lock Haven — yet they made a great convention.

Cost is an object. The Wisconsin group made an excellent presentation last summer. They had excellent ideas for hosting the event. I think they lost because their plans looked too expensive. Shirley Brittian made a stand-up presentation for a low cost convention and won. I voted for her proposal myself even though I thought the Wisconsin group would have made a GREAT convention — I was afraid I wouldn't be able to afford the lodging, meals, etc. at the places Wisconsin was planning to use.

The high mountains of the West are an object (if you'll excuse the pun) that have to be overcome. I didn't have any trouble with the I-80 route — I was traveling alone and have a climb propeller — it was a GREAT trip. But, there is a lower altitude Southern route and Maria's pass in Montana is only 5,000 ft. for a Northern route. The West is accessible to us flatlanders if we pick the right route, read a mountain flying book, and (above all) allow enough time to wait out the weather!

Georgia, Maine, Arizona, Washington, THINK about it. I'd like to come visit you, maybe others would too!

Members' Ads

buy, sell, trade



Ads are free to all members of the Ercoupe Owners Club. Please send in a new ad each time that you want it to be listed. NO PHONE ADS!! (Phone calls to kill ads are OK.) The editor must receive ads by the 15th of the month before you'd like it to be listed.

WANTED: 1966-68 Alon or M-10 Cadet. Must be in A-1 condition, low time or low time SMOH. Full panel including nav/com. All ADs complied with. Contact Don Barneson, 1326 SO. 16th St. Manitowoc, WI 54220, 414-682-7368.

FOR SALE: 1946 Ercoupe 415-C. Total time under 2500. Fresh Annual, rudder pedals, new Cleveland brakes, Terra radio, Fly-buddy loran, transponder, encoder, altimeter, new battery. All new interior, new sliding windows and channels. 5201-92/03 - 2682 - N87122. \$12,000. Call 512-831-8689 or 715-887-2636. Jack Peart and Wanda Hill, 8801 E. Boca Chica Blvd., Brownsville, TX 78521.

FOR SALE: Very last Mooney M-10 Cadet manufactured in Kerrville factory, Serial number 700050, TT 1500 hrs. SMOH about 300 hrs. Original 3 tone green and white, repainted in early 50's. Plane hangered since 1977, excellent condition. Has Escort 110, Escort II 720 channel, King ADF with rotating azimuth, Apollo II model 611 loran, King KT76TSO transponder with encoder, turn needle and ball hooked up to wing leveler, carded compass, directional gyro (for auto pilot), dual controls — \$24,500.00. Please write to: Mooney Owner, P.O. Box 73, Schuler, OK 74460.

TRADE: Will trade a pair of rag wings for good metal wings. Wings are uncovered and the metal is in beautiful condition — absolutely no signs of corrosion or cracks. Landing and taxi lights in leading edge. Jerry Cook, 404-342-7210.

FOR SALE: STS 110 Loran, Complete \$200.00. Late style D.G. and Horizon, \$150.00 each. Many small continental engine parts, J-3 gas tank (fair condition) \$35.00. Also...

WANTED: Lycoming O-320-E series needing overhaul. John Gowins, 6605 Superior Rd., Uhrichsville, OH 44683, 614-922-0789.

FOR SALE: 1949 Ercoupe 415-G, N94407, s/n 5039, TT 3280, TT engine 2980, SMOH 340 (C-85-12). Blue and white, wheel pants, really sharp, KX-50. Cloyd L. Manzer, 424 Honeypot Rd., Candor, New York, 13743, 607-659-3557. \$10,500.

FOR SALE: Accu Spray System — 2 stage, used very little — like new. I paid \$669.00 for it new and will sell for \$450.00. Call or write Gary Whitlow, 2212 South 3rd Street, Tucumcari, NM 88401, 505-461-0553.

FOR SALE: 415-C, in annual, Cleveland brakes, reconditioned prop, Terra transceiver & transponder with Mode C, STC for auto fuel, approx. 360 hrs SMOH. Asking \$7,500. Contact David Ellis, 713-649-1991 (Saturday evenings).

WANTED: A Coupe that is flying or needs repair. \$8,000.00 or under. John & Wanda Sherwin, 6201 Eds Rd., Mineral, VA 23117, 703-854-6439.

WANTED: Good, clean Ercoupe. Contact Doug Edwards, 2801 Currituck, Ct., New Bern, NC 28562, 919-637-5768.

FOR SALE: 1946 415-D (ready to be an E model). Good paint, all metal, C-85-12, 100 HSOH, rebuilt Bendix mags and new harness, rebuilt carb (with carb ice gauge), 55 amp alternator, STC for auto gas, new Air-Tex interior, large baggage compartment, intercom with dual headsets, ELT, modern guages (too many to list) transponder/mode C, King nav & com radios, split elevator, Cleveland brakes, new side and large rear windows with felt and rubber, wing and taxi lights. Much more. Hangered, just annualed. Flies great. No rudder pedals. \$11,450.00. Calif. 510-351-8342.

FOR SALE OR TRADE: 1954 E-35 Bonanza. Father lost medical — Doc says "a Coupe or smaller to get medical back." Asking 32K or trade for 415-D, E, Forney or Alon. Bonanza has been rebuilt over the last year — long list of new and rebuilt parts, instruments and new radios. Annualed — fresh annual with sale. If trading, trade must be airworthy and flyable now. Prefer no rudder pedals but will consider all offers. Call Dan, 208-832-7831.

WANTED: Either the plastic model itself or info where to get one of an Aircoupe — they were given away as raffle prizes at the Sedona 91 fly-in. Les Slifkin, 1316 Loganrita Ave, Arcadia, CA 91006, 818-358-5566.

FOR SALE: Nova Tech Novastar Air-O-Ear VHF radio with omni; Omnigator MK III Navcom ARC. Bob Trail, 65 Stillman Hill Rd., Winsted, CT 06098, 203-379-2355.

WANTED: Back issues of "Coupe Capers" and other printed material on the Ercoupe. Glen Mills, P.O. Box 3393, Mission Viejo, CA 92690, 714-768-0585.

[If you don't get a bite from a member selling you the back issues, write to our archivists: Center for Archival Collections, 5th Floor University Library, Bowling Green State University, Bowling Green, OH 43403. Ed.]



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APRIL 24-26 '92

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SKY RANCH - 602/282-6400
STAR MOTEL - 602/282-3641
QUALITY INN - 602/282-7151

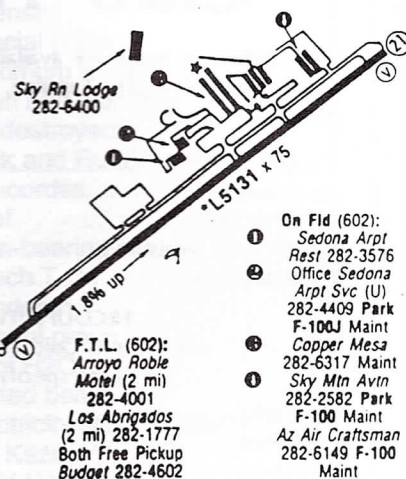
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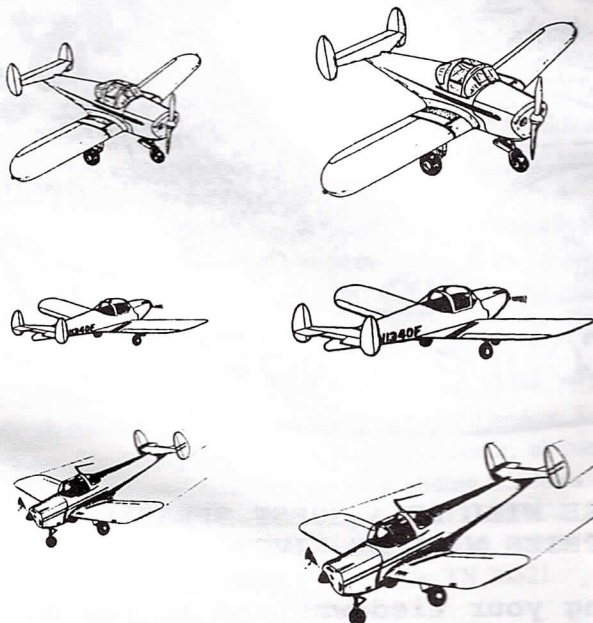
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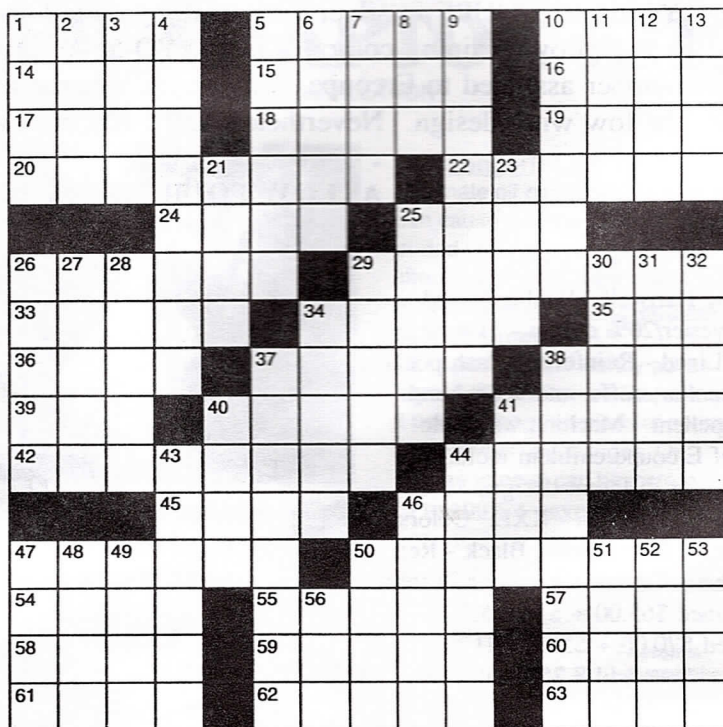
EXECUTIVE DIRECTOR—Skip Carden, P.O. Box 15388,
Durham, N.C. 27704, 919-471-9492 (*Executive Director is
selected by Regional Directors.*)

Flyword Puzzles

By Bob Gardner
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ACROSS

- 1 Time on jug job
- 5 DME readout
- 10 Aftermathers
- 14 Talking bird
- 15 Decorate
- 16 Killer whale
- 17 Stearman cockpit
- 18 Nerve (prefix)
- 19 ____-of-the-pants
- 20 Speed inhibitor
- 22 Bush planes
- 24 Carb ____
- 25 Son of Mayberry
- 26 Sopwiths
- 29 C-5A's mission
- 33 Mature
- 34 Tip-to-tip distances
- 35 Riverside, CA airfield
- 36 Lay-up fiberglass
- 37 Amphibian?
- 38 Cabin biplane
- 39 Rain or snow (abbr.)
- 40 Flat-bladed shovel
- 41 de Havilland Tigers
- 42 Voyagers
- 44 Brawls
- 45 Get home-____
- 46 Hard of hearing
- 47 Altitude types
- 50 Hard landing result
- 54 Windy City rag
- 55 Make into law
- 57 Pro pilot group
- 58 Perfect flying weather
- 59 Reverse rocket
- 60 Louse eggs
- 61 AMW
- 62 Woodland deity
- 63 Cut



Puzzle #7

DOWN

- 1 Hours on rebuild
- 2 Basic model
- 3 Ticket to Nam
- 4 Portable radio
- 5 Crazes
- 6 Squawk
- 7 Radial engine characteristic
- 8 Errol, NH airdrome
- 9 SR-71's mission
- 10 Pants placard
- 11 50-foot obstacle
- 12 Result of 53 down
- 13 Sonar flyers
- 21 Lump
- 23 Victims of 53 down
- 25 World's busiest airport
- 26 David and Pendleton
- 27 Embrace
- 28 Twin
- 29 French WWI fighters
- 30 Incensed
- 31 Special place
- 32 Maximum weight
- 34 Penn and Connery
- 37 Lift destroyers
- 38 Stick and Rudder man
- 40 Concorde
- 41 Beef
- 43 Rain-bearing cloud
- 44 Beech T-34
- 46 Condemn
- 47 Control group
- 48 cc of H₂O
- 49 Armed bomb
- 50 Electricity source (abbr.)
- 51 Mr. Kazan
- 52 Flats (abbr.)
- 53 Hangar disease
- 56 Teacher organization

SOLUTION TO PUZZLE #6



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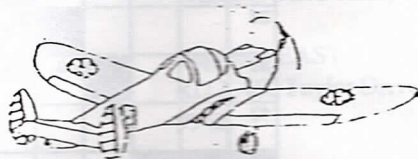
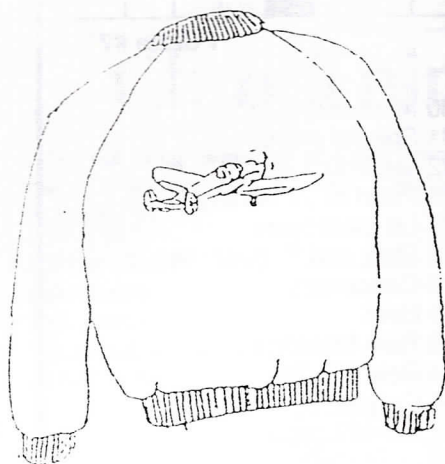
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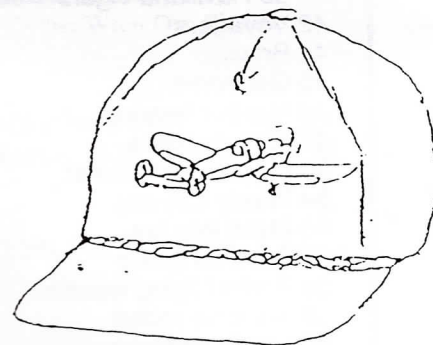


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same on Jackets & Caps (smaller)

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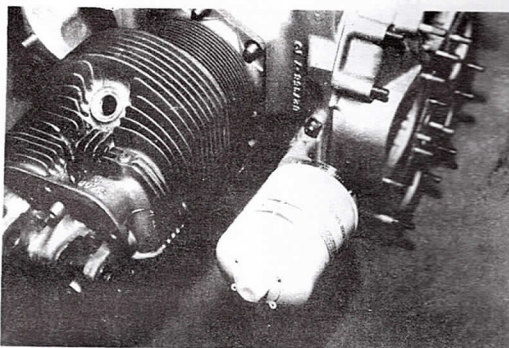
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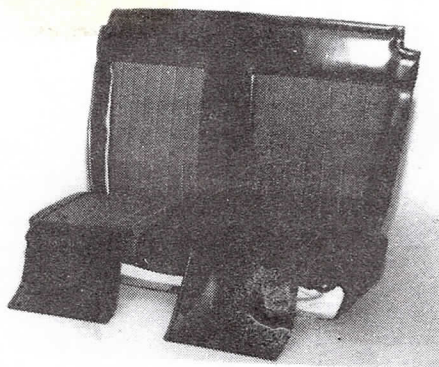
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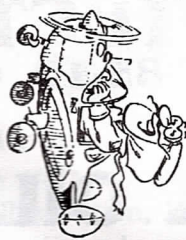




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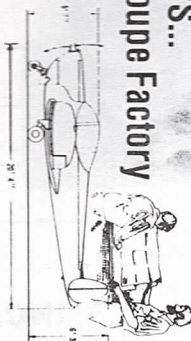
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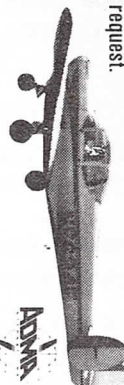
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