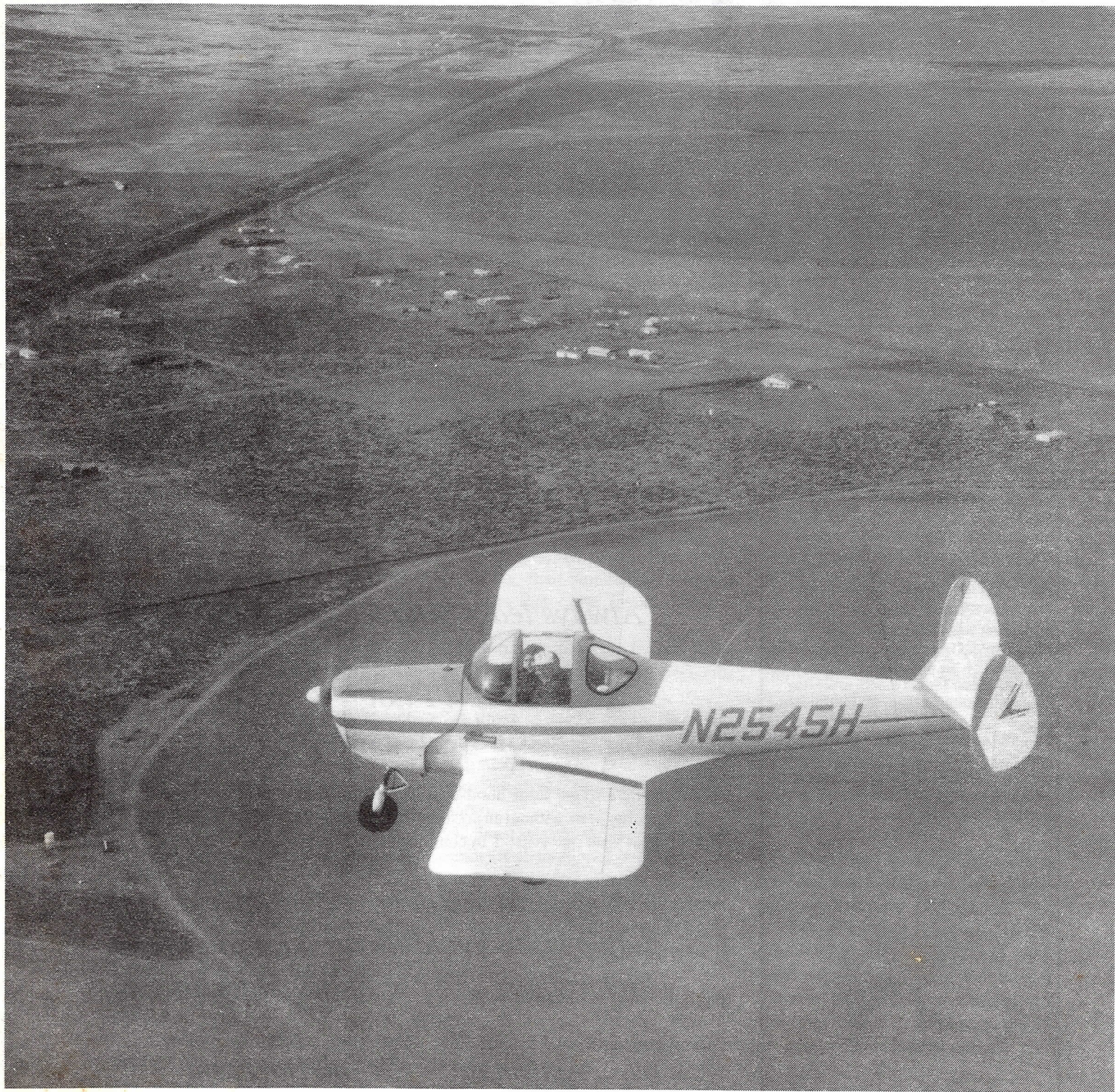
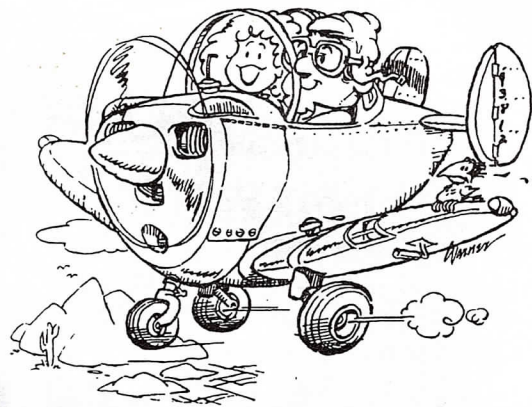


Coupe Capers

Monthly magazine of the Ercoupe Owners Club April 1992



Earl A. Benson of Richland, Washington, sent this photo along with his membership renewal. The plane is white with light blue trim.

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 4, April 1992

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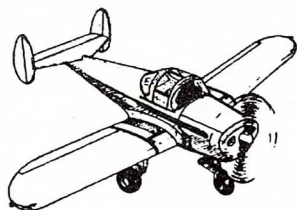
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Articles,
Photographs,
Members' advertisements and
Letter submissions are strongly encouraged.
Materials should be sent to: Editor, Coupe
Capers, 511 W. Gift Ave., Peoria, IL 61604-
2855, 309-685-8673. Those with computers
may submit long stories on disk. We can use
either 5¼ or 3½ 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 Central time (other times on
request). Messages and articles may also be
submitted through CompuServe mail to Ed
Burkhead 70410,3231.

Editor.....Ed Burkhead



Safety Challenge

By Ed Burkhead

It is with regret that I report another Ercoupe "VFR into IFR weather" accident.

On January 14, 1992, at Hansville, Washington, an Ercoupe 415-C is presumed to have crashed into Puget Sound during a VFR flight in inclement weather conditions. The plane was being flown by a student pilot whose body and parts of the airplane were washed ashore.

Weather in Bremerton, Wash. was reported as partial obscuration, a 100-foot broken ceiling and a half mile visibility in rain and fog.

It isn't known if the student pilot was an EOC member.

In the "Safety challenge" article on the front page of the September issue, I challenged us all to not have an accident for five years from flying VFR into IFR conditions!

A simple rule of thumb is to have the ceiling in thousands of feet and the visibility in miles add up to at least five, if not 10. Naturally, the FAA minimums for both visibility and cloud separation still apply. Pick your own personal rules and STICK TO THEM!

When the weather gets near our personal minimums we should keep at the top of our mind the available landing strips — the one five miles to our left, the one ten miles behind us, or the road or field right below us.

"Always leave yourself a way out."

Test Pilot
Chuck Yeager

We should also get some hood-time instruction in our own Coupes.
Let's go five years without an accident due to flying VFR into IFR conditions.
Let's start with one year! I'm counting from January 14th, 1992!

*"A superior pilot uses his superior
judgment to avoid those situations
which require the use of his superior
skill."*

Astronaut — Frank Borman

Coupe Currency Corner

By Ron Kerlin
CFI, ATP

When my non-flying acquaintances and I begin discussing aviation-related topics they always seem to ask, "Is it really safe to fly in a small plane?"

Statistically, it is surprisingly difficult to answer this with any degree of accuracy. The results are influenced by whether we compare hours, miles, drivers (pilots), or simply compare numbers of occurrences.

We are all aware of the fact that an aircraft accident is great media fodder, while the automobile accident carnage barely rates a ho-hum.

Before presenting any data, I find that among non-pilots, there seem to be two commonly-held misbeliefs. The first is that airplanes will fall out of the sky like a rock in the event of an engine malfunction. The second is that small airplanes are complicated, with lots of things that can break, causing the airplane to, again, fall out of the sky like a rock.

Our wallets can attest to the fact that things can and do break and must be fixed. But small planes, even our old ones, are quite reliable. In fact, they rarely fall from the sky of their own accord.

It has also been my observation that very few of the non-aviation population are aware of an important fact. They don't know that all aircraft registered in the U.S. must undergo a complete engine and airframe inspection by an FAA-designated and licensed inspector once annually, and each 100 hours of operation if used commercially.

As a point of interest, last year approximately 45,000 persons died in motor vehicles in the U.S. This is about equal to the loss of one fully loaded 727 airliner per day or 100 full 747s per year!

Consider also that more people died on our highways last year alone

than have been killed in all of the aircraft accidents since the airplane was invented 89 years ago.

Looking back at the "good old days" of general aviation, we can see that, as far as safety was concerned, the good old days were not so good. In 1946, the accident was about 78 per 100,000 flying hours. By the time the Biennial Flight Review was initiated in the early 1970s, the rate had dropped to about 17 per 100,000 hours.

Since that time, the accident rate has steadily declined, despite the increasing complexity of airspace, regulations, and equipment. The last several years have stabilized at about 8 per 100,000 hours. Of this figure, 80% involved no fatalities.

When citing safety statistics, we must also consider that the general aviation fleet includes such diverse aviation activities as airshow performers, air racing, cropdusting, flying VFR into IFR weather and drug smuggling!

For purposes of illustration, the following chart summarizes some of the risks that cause fatalities in our society:

- * 12 times as many die by accidental fall as by general aviation accidents (12,000 annually).
- * 5 times as many die by drowning annually (5200).
- * 2 times as many die by complications from surgical procedures annually (2500).
- * 42 times as many die in motor vehicle accidents annually (42,000).

Of all general aviation accidents, about 85% involve human factors. Heading the list, in order, are:

1. Inadequate preflight preparation or planning.
2. Failure to obtain or maintain flying speed.
3. Continued VFR flight into adverse weather.



4. Mismanagement of fuel.

Drive safely on the way to the airport and fly safely when you get there!

(Next month's edition of the Currency Corner will be entitled: "The transponder. Friend or foe?")

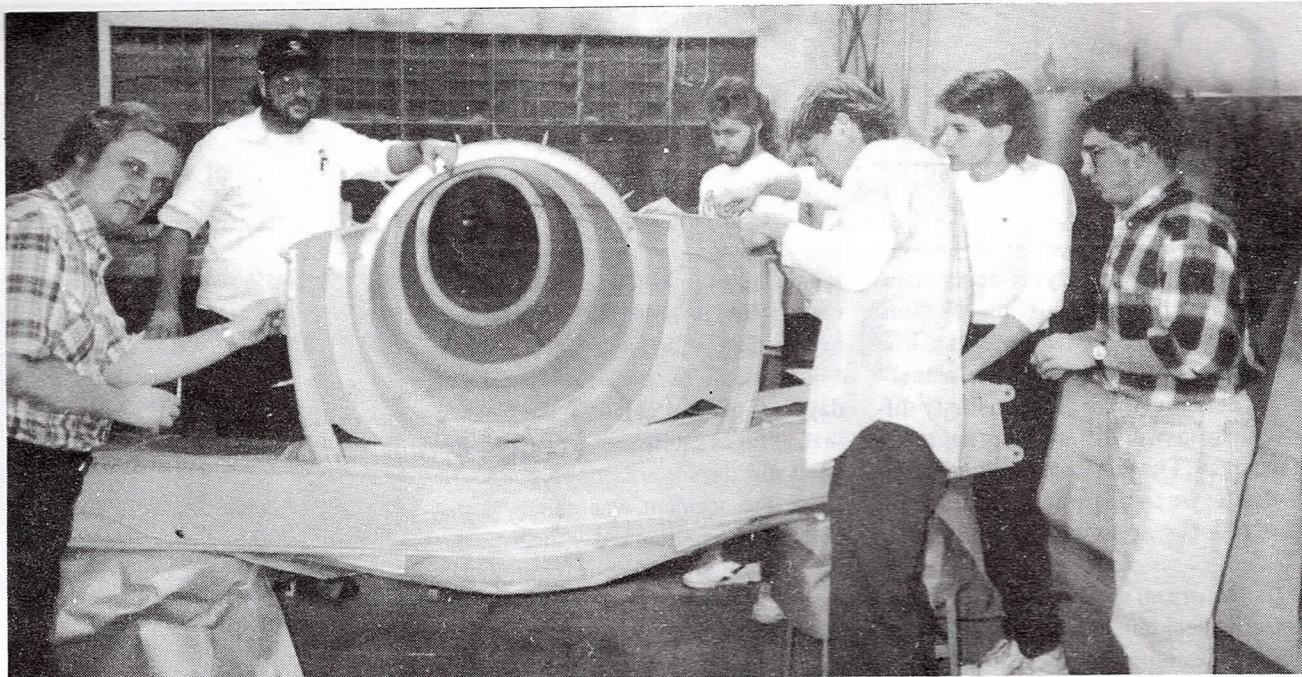
All statistical data obtained from Statistical Abstract of the United States.)

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:

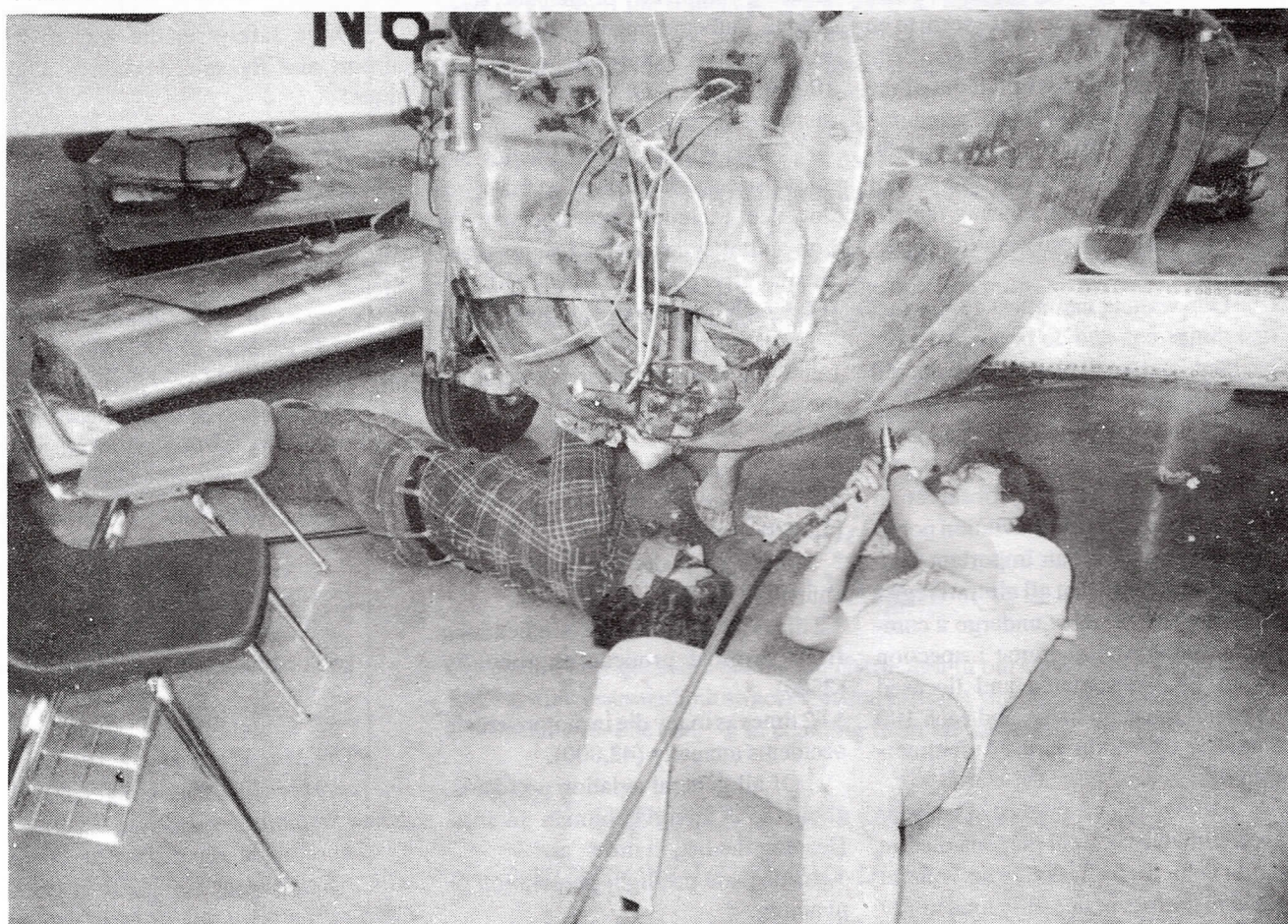
Ronald L. Kerlin
9485E 1000N
Syracuse, IN 46567
219-856-2921

[The May Plane and Pilot magazine reports new AOPA Air Safety Foundation statistics for 1991.

There were an estimated 30.76 million hours of private flying in 1991. Fatal accidents totaled 414 (a rate of 1.35 per hundred thousand hours). All accidents totaled 2143 (a rate of 6.97 per hundred thousand hours). Ed.]



Students working on the primed aft fuselage of the Ercoupe for Vitas Lapenas are Reggie Bauer, Bob Bulriss, Jay Curtis, Ron Wood, Tom Reitow and Bill Millis.



Ken Zimmerle and Mike Combs remove bent nose skin.



Hugh Kucewesky (instructor), Steve Chapek and Jim Roupe begin the dismantling process.

Ercoupe for Russian makes progress with EOC help!

**Photos and story by Mark Baldwin
Denver, Colorado**

The Ercoupe project for Vitas Lapemas here at the Emily Griffith Opportunity School is coming along nicely.

The fuselage is on its main gear with the empennage, aft canopy and both wings installed. The forward fuselage to the firewall is in place, ready for fastening. The fuel systems are going in with other systems to follow. At this point, the engine looks like a collection of new parts.

The airframe is basically being made-up of the aft fuselage and wings of the Woolards' airplane, N99893, serial number 2516. The empennage, forward fuselage and canopy come from N83790, serial number 563. (The FAA microfiche files for both airplanes have now been obtained.)

The left wing from N99893 needed quite a bit of repair and re-skinning. The empennage and other parts from N83790 needed much cleaning and polishing.

The class continues to work with enthusiasm and tackles the challenges as they come. Thanks to Univair donations, a lot of new parts are going in, including the double fork nose gear, Cleveland wheels and brakes, windows and many other things.

I have been dropping in on the class which is doing the airframe work about once per week since the end of January to provide whatever advice and assistance I could. I have enjoyed observing the process and probably learned more than I have imparted.

My schedule, now, is to depart for a month of work in Chile, beginning March 25th. Jim Edge, 303-934-9089, and Arthur (Butch) Hernandez, 303-278-8064, both local EOC members and Ercoupe owners, have agreed to attempt to field questions in the interim. Art Burnett, department coordinator at the school, and Hugh Kucewesky, instructor welcome others that are interested as advisors.

Emily Griffith Opportunity School — Class list for Ercoupe Project:

Instructor:
Hugh Kucewesky

Students:
Partick Fedorowicz
Matthew Talsma
Ronnie J. Wood
Ken Zimmerle
William Millis, Jr.
Tom Rietow
Marcus Rodgers
Kirk Smith
William Dunham
David Butler

Robert Bulriss
Sallie McManus
Don Roberts
Richard Cratty
James Curtis
Stuart Walker
Steven W. Chapek
Marco Larios
Mike Combs
Reginald Bauer
Jim Roupe
Rocky Wimberly
John Dobberpohl
Mike Wilson

[Coupe Capers sends its thanks to all of you who are helping build this Coupe for Vitas Lapemas. You should feel proud of your participation. Ed.]

Goodyear brakes are not at fault

By Jay H. Smith
3787 N. 3575 E.
Kimberly, Idaho, 83341

In Dan Hennis' article on brakes (Feb 92), I was startled by the editor's comment about too many Goodyear brake failures.

My partner, Dean Etherington, and I restored a 1946 415-C and rebuilt the brake system along with many other parts. We had hydraulic fluid leaks in the flexible lines and from the seals.

We replaced all of the O rings in the wheel cylinders and the master cylinder. We replaced the flexible lines at

the wheels and the one at the master cylinder. We cleaned and purged the hydraulic system and refilled it with red hydraulic fluid.

After replacing all of the seals and flexible lines, we have had excellent brake service. We flew the Ercoupe 175 hours in 1991 and had excellent brakes as attested to by a few flat spots on tires from skidding them with too much braking. We lost only an ounce or two of brake fluid during the year.

Mr. Burkhead, are the brake failures you referred to from leaking hydraulic systems such as we experienced

and corrected or are they failure of mechanical parts? I suspect that most brake failures are the result of failure to adequately maintain the brake system seals and hoses.

Changing to Cleveland or other brake systems will not improve maintenance or decrease failures if hoses and seals are not maintained.

The better brakes will only allow you to wear out your tires more rapidly by skidding them on the runway. Adding a little brake fluid periodically could also cut down on those unpleasant surprises when the pedal goes to the floor on a hot landings.

Get rid of Goodyears, says Editor

By Ed Burkhead

Jay, your comments about regular maintenance are certainly appropriate! It may be that most cases of brake failure come from these causes.

The comment I made in the February issue was: "Egads! There are getting to be too many Goodyear brake failures! Mine failed on landing two years ago and I was lucky to not total the airplane. (I didn't use the intelligent method that Dan Hennis used to slow down (running one wheel off the pavement into the weeds) — keep it in mind.)"

"In '91, I was riding in Marvin Dunlap's plane with his son when their Goodyear brakes failed!"

Let me correct the dates: my failure was in '89 and the Dunlaps' was in '90.

To amplify on the details of my brake failure: After landing, I pulled extra hard on my brake handle so I could slow down and pull off at the mid-field taxiway. The brake disk popped out of position, coming loose from the retaining clips. There was no braking effect from the other wheel's brake and we were still going 20-30 mph at the end of the runway.

I made a 180° turn to avoid the fence, trying to stay on the pavement.

Instead, we rolled into the weeds and ditches beside the runway with no damage. (What I didn't do, and should have, was turn off the engine and switches and either run one wheel (or both) off the edge of the runway and let the weeds and grass help slow us down.)

There was no leak in my brake system. The brake disk was warped and I marveled that I could have had the strength to bend that steel disk so badly with the hand-lever on my plane. Installing a replacement brake disk and some replacement clips was all that was needed.

While I was riding in Marvin Dunlap's plane, their brakes failed as his son, Lloyd, pushed harder than normal to make a turn-off after landing. Crawling under the plane, we found the disk to be loose, and warped, in exactly the same way as was mine had been.

I talked this over with Marvin yesterday. He said that the failure I saw was the second he'd experienced. The first was several years ago.

His theory is as follows: When braking especially hard, the disk gets hot, then oil-cans. It pops from being flat to being warped, probably from uneven heating. Though he didn't know, he thought it might be complicated or triggered by rust or pitting on

the disk surface causing uneven heating.

When the disk pops out of the flat condition, says Marvin, it comes loose from the steel guides in the wheel and pops loose from the retaining clips.

Then it depends on luck whether it jams the wheel or just spins freely. The brake on the other wheel doesn't do anything in this situation, I can tell you from personal experience (twice).

At any rate, Marvin and I have seen, between us, three instances where the Goodyear brake disk warps when the brakes are applied harder than usual!

I'm going to replace my Goodyear brakes as soon as the budget allows. It's next on my priority list just as it has been for the last three years. (It's not easy to come up with an extra \$500-\$700 lump sum.)

Until the Clevelands get installed, however, I DON'T use hard braking with my Goodyear brakes. I use the minimum brakes necessary to get stopped by the end of the runway — I'm afraid that pulling harder may cause me to lose the brakes entirely.

I'll tell you, my brake failure really caught my attention. I've become a strong supporter of Cleveland brake conversions!

Leonard and Laura Page are selling the farm

By Jim Allison
Official Picnic Scribe

Leonard and Laura are in the process of selling the chicken-raising portion of the Page Ranch. This will involve their house, the two chicken houses now devoted to raising chickens, and the pine grove that has been the Mark & Loren Harden Bide-a-Wee Trailer Park every year.

Leonard and Laura are adapting the hanger/Picnic club-room building to be their year-round residence. The previously improved space with bedroom, men's and women's rest-rooms and showers has been about doubled in size (into what used to be Leonard's shop space) to give an extra bedroom, living room, kitchen and dining room.

They have already moved into this new home but the phone is still a short trot away, so if you call, let the phone ring a while.

The airstrip, taxiways, fish ponds and beaches all stay the same. We have every expectation that the trailer/motorhome park will continue to be available to us, although a modest nightly fee may be charged by the new owner.

From the picnic meal standpoint, preparation and serving will now take place in Laura's new kitchen and the hangar. No more long, tiring hikes up the hill to breakfast for you old folks. No more wondering what your out-of-sight spouse might be up to.

Best of all, maybe Leonard and Laura will get over looking so tired and worn out (having 60,000 babies at a time, every ten weeks, will do that to you).

Laura is a little tearful about giving up the little home in which she raised her family, but otherwise is happy about the change.

FOR SALE: CHOICE SCENIC BUILDING SITES. Access to Page Ranch runway. Lot size, terms and all that are open, but Leonard is serious. Contact Leonard, but face-to-face is best because he doesn't hear every last word on the phone.

The week after the Picnic, Leonard hired a big 'dozer, Bill Fulgham brought his dump truck, and they, plus Curtis Zell, widened the causeway between the two south ponds in



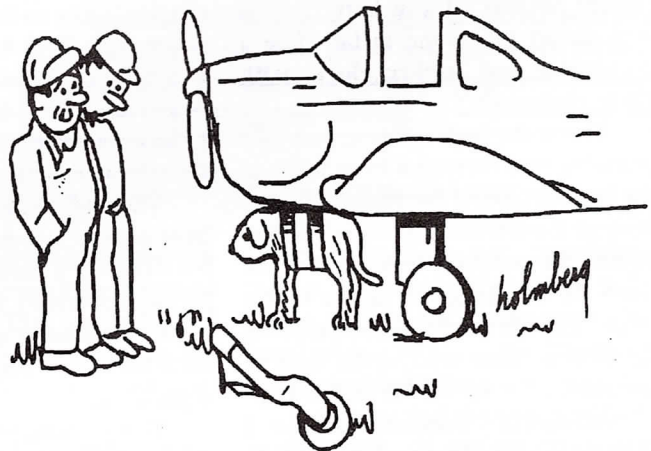
The east end of the long Picnic club-room building will be converted to use as a primary residence.

honor of the people that try to land on it. They also extended the Ercoupe parking area on up and over the hill. They figure Bill moved 1,500 yards of dirt.

Leonard was really despondent last summer because there was such a gap between the picnic costs and the contributions and he was worried that we would have to quit. But, some of the people who have been coming and supporting this event for years showed up, changed a few things so that, this year, the contributions covered the expenses and left a good amount for the Picnic fund. Now Leonard is smiling and looking to and working to a lifetime of Picnics.

[Editor's note: The Picnic Report shows that the Picnic ended up in 1991 with about \$2,000 in the bank after paying the \$3,200 of expenses. Looking at the report, though, it looks to me like about \$3,000 of that \$3,200 has to be spent before the event.

If any of you Picnickers want to make an early donation, (\$10 times 100 people should about do it) send it to: Arkansas Picnic Fund, c/o Leonard & Laura Page, Route 1, Box 287, Belleville, AR 72824, 501-495-2647. Ed.]



"WE'RE RESTRICTED FROM FLYING OVER POPULATED AREAS."

How to rebuild a fuel tank

By Don Jeffery
3715 NE Wistaria Dr.
Portland, OR 97212
503-287-8711

When my Coupe sustained major damage in 1989, the flange on the left wing tank was damaged. This is the flange on the bottom where the fuel line connects. The tank is the nine gallon riveted type (serial number 3978). I made a number of calls around the country to people who might have experience repairing these tanks, including Skip, but without success. The repair system used, and the one approved by my AI, is as follows.

The tank is factory assembled with 1/8th inch soft rivets. The heads are similar in size to the head of a 7/32nd rivet, but use a 1/8 or #30 drill to remove them. Remove the rivets on the bottom back and sides of the tank to the first ones to start the turn that makes up the front. *[Remove the rivets on the back and sides of the tank's bottom up to, and including, the rivets around the curves that connect the sides with the front of the tank.]* This is necessary to open the bottom enough to gain full access to the inside.

After the rivets were out, I used Methyl Ethel Ketone and Methylene Chloride to soften the read sealant. One must gently work and pry with a putty knife to separate the bottom from the side. Let the chemical soften the sealant because, if you hurry it, you will distort or rip the metal. **(Use a respirator and rubber gloves with these chemicals!)**

When the tank is open, you will probably find corrosion from water in the bottom around the flange. This is because these tanks trap water and that causes the common leakage past the rivets on the flange or failure of the rivets. The rivets holding the flange are the same as those used for the sides so remove them with a 1/8th or #30 drill.

All visible red sealant was cleaned from the inside of the tank with MEK and/or Methylene Chloride so that the

sealant could be replaced by new sealant. The bottom corrosion was cleaned with aluminum metal cleaner (PPG DX579 which has Phosphoric Acid and Butoxyethanol) and the whole interior treated with Alodine.

The flange and rivets (AN 450 5A 4-4) can be obtained from Univair. The holes in the flange *[in the tank?]* do not have uniform spacing so you must carefully transfer their location onto the new flange. The rivets in the flange were countersunk in the same manner as around the tank edge but I did not want to try to countersink the rivets in the new flange because the old flange showed serious tool damage and that is where the flange failed. If the factory couldn't do it on the flange, I didn't expect to have any success.

I pressed the tank bottom flat to remove the countersink depressions. To strengthen this area, I cut a circle of T-2024 the size of the flange perimeter with a one inch hole in the middle and placed this on the outside of the tank to sandwich the weakened tank metal.

The flange and reinforcement disk were attached using T33 structural epoxy from Aircraft Spruce and standard head 1/8th soft rivets. I did not use the AN 450 5A 4-4 rivets because I did not have a tool to drive them. The round headed rivets with the reinforcement left exactly enough room, because of the rivet location on my tank, for the gas line fitting on the flange — but you will want to check this before the flange is attached. If there is a problem, I would use a flush rivet for one or two holes only and cut the depression into the reinforcement disk.

The tank rivets (AN 450 5A 4-4) have a large and shallow round head but work like a countersunk rivet. The factory apparently had a tool that reversed the head of this soft rivet at the same time that it made the countersink depression.

To use them, you need to reverse the head of the rivet. I did this by making a die from a piece of one inch

steel. That started with a 1/8th inch hole through the steel to accept the 1/8th inch shank. Then I used a 7/32nd inch drill to angle the sides of the hole, but not too deep.

Next, I resharpened the 7/32nd drill so that its shape was similar to the countersink depressions in the tank. The hole was then finished with this drill just deep enough to reverse the head of the rivets with a minimum of edge using a flush rivet set. The hole was then polished by first using valve grinding compound and reversing the drill and then finishing with Scotch-bright. Each rivet was placed on the depression and flattened into it with a flush rivet set.

This really worked great and it was not as complicated as it sounds.

The tank was next cleaned with MEK, blown dry with compressed air and then allowed to air dry for several days. I have no information about the use of MEK with the Flamemaster product and did not want to take any chances.

The sealant I used for the tank is made by Flamemaster, Chem Seal Division, Sun Valley, Calif., and is their CS 3204 Type II Class B. It is specifically designed to seal aircraft bulkheads as fuel tanks and has the appropriate military spec numbers.

The sealant is very thick and hard to work into the tight corners — so, before mixing, carve from solid wood some sticks that are the right length and shape to apply the material with ease in the various corners. Also find a way to hold the tank open while applying the sealant.

I applied the new sealant to every place where there had been a trace of red sealant and also where the gas gage baffle was welded to the side and back since there had been a hint of a leak in these locations. Getting the sealant in every nook and cranny is a difficult task and you only get **two** hours or less to do everything including riveting.

Fuel tank continued on page 9

By Edd Smith
4405 San Carlos St.
Tampa, Florida

Sun-N-Fun visitors stop here!

Everybody goes to Sun-N-Fun, but they should stop off at Plant City on the way there, or on the way home.

It's a very friendly airport. You'll be hard pressed to beat the fuel prices. It's the kind of place where the hospitality is great and the service is terrific. And it's just about eight miles west of Lakeland, home of Sun-N-Fun. The Plant City Airport has a 3,000 ft. paved and lighted runway.

Like most airports, it's the people that make it what it is. Take for example the two CUB BEARS that pose as linemen. It seems they're always thinking of ways to pull pranks on one particular instructor pilot. I'm not saying he deserves it, but he's one of the few people that could aggravate a rock.

Ken, the MOTHER BEAR and desk man, is always on the lookout, keeping an eagle eye on the two CUB BEARS, lest they tie this particular instructor to one of the King Air props.

Plant City is big enough for kerosene burners. There are four instructor pilots (if you count the one that can irritate a rock).

As for mechanics, they can't really be beat, anywhere, anytime. Kenny has a lot of time in the Coupe as the IA, A&P, painter, stickman and passenger. Joe, an old Marine and Piper man,

is as good as his word—what he doesn't know about Coupes he'll invent. He has a good sense of humor and will help you out anytime.

Then there are Cecil (winner of the spot landing contest in his Mooney: the spot was 500 feet west of the runway) and Li'l Dave (runner up: he was Cecil's co-pilot).

Plant City is the kind of airport to fly into when headed for Sun-N-Fun, for fuel, or even the annual inspection. A feller can sit around in the office or in an easy chair by the large hangar doors looking out over the ramp and watching the CUB BEARS romp. And, maybe, even catch that one particular instructor pilot.

You made my day over and over and over and...

By Ed Burkhead

Thanks to all of you who've called and sent in letters and cards of suggestions, support and encouragement. Collectively, you've got me floating on a cloud. I also want to thank Jim Cox for his letter suggesting changes. As of mid-March, I've received about 75 survey responses.

I won't normally reprint compliments I receive, but compliments you send about our contributors will always get wide distribution.

"Ron Kerlin's articles couldn't be better," writes James Giblin of Lancaster, Calif.

Bill Bayne sent this commendation: "While I strongly differ with some views expressed by Jim Cox in his letter of 12/10/91, it is of great importance for the rest of us to know when such opinions are voiced so we can agree or disagree.

"The format of Coupe Capers is of little importance to most of us ... it is our perception of the usefulness of what is

published that determines whether we join, renew or drop our membership.

"The December issue contained 75% more pages than the June issue, and the material was Ercoupe specific ... with no "fill" junk. You, as Editor, can only generate so much useful or interesting verbiage yourself. Member articles have never been better credited.

"You and those you have inspired (or drafted) to contribute have made Coupe Capers the best it has ever been. I hereby award you (and them) two hundred and one "Attaboys" in hopes that this will somewhat compensate for the general perception that one "aw heck" wipes out two hundred "Attaboys."

As editor, I'd like to thank my wife, Karen, for doing the final proofreading when I get the stories done in time to give her the chance (something I don't always do).

Most of all, I'd like to give strong thanks to all those who have (and will in the future) send articles, letters, pictures and ideas to the Capers. Your contributions are the core of this publication. Keep 'em coming!

Fuel tank continued from page 8

To buck the rivets, I rounded and polished a corner of a large 8"x12" steel plate, paying particular attention to removing sharp edges. A standard flush rivet set was used and an extra pair of strong hands to hold the tank are essential. The riveting process was simple because the holes with countersink depressions assure that the tank

bottom will go into place without guessing.

I used only four Cleco because the sealant probably cannot be removed from their inside. This was enough. I riveted in back first and then on the sides; moving around to assure uniform closure.

The sealant is supposed to be usable for fuel in 24 hours but was still sticky. In a week, however, it had all

the characteristics I expected.

The result is excellent. Except for the color of the sealant and the reinforcing on the outside of the tank at the flange, it looks exactly like a new 1947 tank and the repair was much better for my pocketbook than a replacement.

I do hope that the above will save another tank. If anyone needs more directions, they can phone.

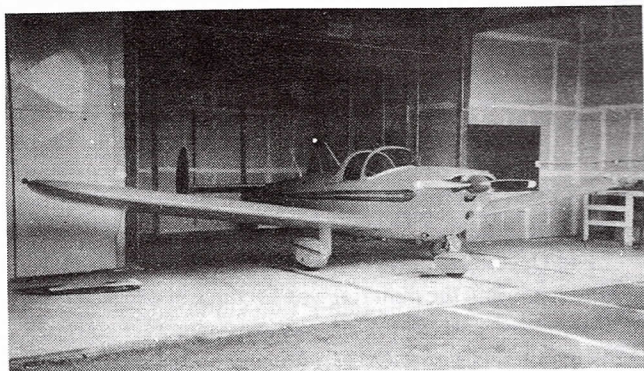
Members letters — let's keep in touch

By John Dusenberry
and Sid Knight
Seattle, Washington

After looking at eight or nine Coupes for about eight months, we purchased N93788, serial #1111. We also bought a hanger (on land leased for 32 years) at Arlington Municipal (the location of the West Coast EAA Fly-in).

We bought our hanger from Wade Warren, the current president of the Washington Wing of the Ercoupe Owners Club. He bought a much bigger hanger in which he is rebuilding a pre-war 65 hp Ercoupe. He's an invaluable source of help and knowledge to us here at Arlington.

We've put 30 some hours on the plane since we got it in November.



By Peter C. Middleton
100 Stanley St.
Wagga 2650
Australia

For the past three years, I have been restoring the only Aircoupe in Australia. It is a **brand new** 1959 Forney F-1, serial number 5709.

Unexpectedly, the local airworthiness people want details of the expected fatigue life of the airframe.

I have two choices: a) employ a structures engineer to write a report, b) provide data to the authority as to how many Aircoupes are flying today, their average hours and any history of structural problems with Aircoupes, particularly the Forney F-1.

Any details of any high time aircraft would assist.

My Aircoupe was imported from the USA in 1960 and has remained *in storage for 32 years!* It has never been flown in Australia.

Any assistance you may be able to offer would be appreciated!

I have made a similar request to Univair.

[Members! Let's rally around and help out Peter!]

If you have a very high time Ercoupe/Aircoupe/M-10, please send me information about it's hours and any fatigue or age related maintenance problems or lack of problems — I'll forward the package to Peter.

If any of you aeronautical engineer type members would, please send an analysis of the expected fatigue life of the structure to me and again, I'll forward it to Peter.

By acting as clearing house for the information, I'll try to help get it to him quickly. I'll look for missing information and see if I can help find someone to fill in the gaps. In addition, this will give us good grist for the Coupe Capers mill.

Please hurry! Can you imagine being 10,000 miles from other Coupers and being grounded by a silly paperwork problem like this?

Thanks for your help! Ed.]

By Ken Janulewicz
La Mesa, Calif.

I haven't written to Coupe Capers for a long while, but I felt the need to tell you what a great job you're doing. I just mailed in my feedback comment and gave you good marks. I can't imagine any Couper not wanting to devour any and all information relative to the Coupe and it's owners. I'm really impressed with the new Coupe Capers. Keep up the excellent work.

Unfortunately, the recession caused me to sell my beloved Coupe in order to keep my new business afloat. I owned a 1949 G model, N94405. I believe it was the last full restoration done by my old buddy, Wayne Olson. It was polished with the military trim. God, I hated to have to sell it. Broke my heart. At least I don't have to see it flying around locally. It flew off to Colorado with its new owner.

Luckily, my friend Pat Packard moved his Coupe into my hanger — we split the rent and I get to fly it whenever I want for gas and some elbow grease. It did take me a while to get used to not having rudder pedals, but I'm conditioned now and enjoy being able to relax my feet and legs instead of having them tensed up against the rudder pedals. Pat's plane is a '46 model with the full N# being 214. Looks and flies excellently. Hopefully, if business keeps picking up, I'll be able to get my own again.

I also used to own an Alon A2A that I brought to California from Illinois about 9 years ago. It was 3061G and was actually an old, unsold Forney that they used to make the prototype A2A.

What a mess ordering parts. Some were Alon, some were Forney and some fell between the cracks. I saw it a couple years ago at Agua Dulce. I assume it's still buzzing around in the high desert.

[The next section of Ken's letter is technical material about an engine loss of power problem he solved. I've put that section in the Hints-N-Tips section. It is an excellent item that shouldn't be missed. Ed.]

Anyway, thanks for the excellent effort you're putting into the Coupe Capers. [The Coupe] is about the best little plane ever designed.

By Dr. Kris Christofferson
Escondido, California

We've been travelling two months today, spending two weeks in Quartzsite, Ariz., at the Gem Show/Flea Market, several days each in Austin and Bryan, Texas, before dropping to the Tip o' Texas.

Have visited with four Coupers in Bryan. What a delightful time we had as Col. Bill McLeod (airport manager) showed us his military version Coupe (super!) and Ed Higgins and Gene Holligan and I met with Col. Bill to do "hanger flying."

When you meet these people as you travel, you learn to appreciate the hard work, dedication, planning and expense they have gone to, to restore and maintain sharp aircraft!

During our month in Alamo, I've tried to call Jim Brouillette a couple of times, but no phone answer. I'd like to have seen his plane as this is one of the goals of our motorhome journey to Nova Scotia, to meet Coupers.

We hope to be in Orlando for Sun-N-Fun and in Arkansas for the fly-in. Better clear a longer strip — this 33' motorhome lands kind of firmly!

Son Don, in Escondido, reports several orders for spacers and axle tools. Due to his long hours, he isn't getting them filled as promptly as his "old man."

There's an interesting phenomena regarding [landing gear] spacers. My set lifted 2617H's tail 10 inches. Others report that theirs only needed 3-5 inches and the spacers put the plane back to new specs. Does this mean "it isn't LINEAR?" Seems that way from the letters we receive back after installation. Same spacers lift varying degrees of sag. Interesting!

Thanks again for those great issues! Don sends them in a mail pouch every couple of weeks.

From March to October, we'll be hunting Coupers east to Florida, all over Florida, up the East Coast to Nova Scotia and Prince Edward Island. We plan to visit with Leonard Mullar in Brookeville, Md., and Paul Eaton in Warren, Pa. Also Jim Oldham, Riverdale, Md. As we roll along, we'll be looking for towns where there are Coupers. We'll report further, if it's interesting to anyone.

Called Fallbrook [home base] today, to check on our stored Ercoupe. They said it looked "lonely" is all, other-

wise it's fine. We normally fly 4-5 days a week so they are used to seeing it coming and going more than parked.

Take care.

By Steve Kish
Region 6 East Director

College Park, Maryland, airport, the original testing ground for the Ercoupe, has a museum on the field. They have asked me to ask our members for Ercoupe memorabilia to display.

I'm sure they would like to display what we have to share with others.

Contact at airport: Leslie Long, 301-864-5844. Also, our member Frank Glynn knows these people well and would work with you on this if you ask, 301-721-2727.

By Bob Conlon
Rt. 3, Box 142
Buchanan, Va. 24066

My Coupe, a '59 Forney F1, N7571C was featured in the February issue of "Pilot" magazine, the AOPA publication. Mr. Twombly wrote a good article on us.

We do a lot of long cross-country flights and the seats in 7571C are tiring after about two hours.

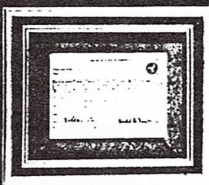
7571C has factory installed rudder pedals and the O-200 engine conversion. I have a Foster Airdata "C-Scout" loran installed and it works perfectly.

After the O-200 engine conversion, I took 7571C to H&H propshop and had it re-worked to a 69-52 specification and had it dynamically balanced. It was a worthwhile procedure — the engine is noticeably smoother and cruise is 117-120 mph at 2500 rpm. H&H Propshop in Burlington, N.C., does good work at a reasonable price.

The only things I don't like on my Coupe are the seating (I'll fix that shortly) and the trim control that has never worked well (that's next).

[Note: To the gentleman in Florida who was desperately trying to get a 337 for an O-200 engine installation in an Ercoupe "E" model. If you haven't found one yet, try contacting Bob. His Forney is functionally identical to the "E" for this purpose.

Sorry I haven't got your name. Please drop me a note. Ed.]

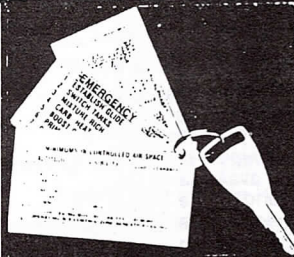


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By Glenn Buffington
2166 Southfield Road
El Dorado, AR 71730

Thank you for the Capers February centerfold.
Not that it makes any difference, but we are Arkansas
rather than Arizona.

[Oops, sorry. And thank you for the good photos. Ed.]

By Bob Moessmer
650 Henry Ave.
Manchester, Missouri 63011

I just received the March issue and something on the
cover caught my eye. I jumped to the story by Bobby Brooks
and discovered that his "honeysuckle thicket" Ercoupe was
the same Coupe that I soloed in two years ago at Washington
Airport outside St. Louis, Mo.

I had trained in 152s and upgraded to a Warrior after
getting my license. But I was looking for some "fun flying"
when I read an ad for Ercoupe rental.

Carl Cochran, the owner of Washington Airport, soloed
me after ½ hour of instruction in the Ercoupe (93905).

I loved the experience. After renting it three times, I
came across a 1946 415-C at a fair price. Shortly thereafter,
3710H was mine.

I love the Coupes and all your stories. Keep up the good
work.

P.S. My Ercoupe has the Alon bucket seats of the kind for
which one of the members was wanting information.

By James E. Farrell
Kincardine, Ontario, Canada

I was in Florida in February and met a fellow couper by
the name of Al Stinson at Sky Ranch airport. We had a great
visit on a warm Friday afternoon but I could not stay for the
Saturday fly-in. (Maybe next year.)

I fly a 1956 Forney F-1 serial number 5604. It flies great
and loves hunting Cessnas and Pipers.

By Fred Westerling
3085 Bonander Ave.
Kingsburg, California, 93631

[Fred sent in dues to join the EOC. Ed.]

I just finished Jack Cox's article in "Sportsman Pilot"
about Jack Compere's Ercoupe. It looks like a fun, safe
airplane that's also fairly inexpensive to own.

I'm looking for a replacement for my Cessna 140 that I
sold recently. An Ercoupe looks like it will fill the bill.

*[Can you California members help Fred find a good
Coupe? Ed.]*

By Steven Sugiono
5263 Riverside Drive
Chino, California 91710

I am a new subscriber to the Coupe Capers. I just bought
an Ercoupe (N2589H) from one of your fellow members.
The plane is in excellent condition and I can't wait to fly it.

One problem, though. I don't fly! I have been reading
about the Ercoupe for quite some time now and am fasci-
nated by it. I think it's nearly unique compared to other
planes in the way the controls work. I am for leaving the
Ercoupe original — that means no rudder pedals.

I collect exocitas and it looks like I am getting into a new
hobby of possibly collecting planes. I am now taking flying
lessons in a Warrior and would like to purchase a six seater
plane to commute to my beach home on Cataline Island.

[Welcome, Steven. Ed.]

By Les Slifkin and Mike Stalker
Arcadia, California

We enjoy the Coupe Capers and have met some really
nice folks connected with EOC — besides having a lot of
fun, too!

**FOR SALE: Dissassembled 415-C, no dam-
age history, 800SMOH, 2700TT, metal wings,
xpdr, comm, \$4500, Larry Ely, 602-635-2151.**

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Coupers posed for a group photo at the River Ranch fly-in. Below are Joe McCawley, Al Stinson and Fred Weick.



By Harvey Readey
2121 Nela Ave.
Orlando, Florida, 32809

Pleased to report that the Region 12 Ercoupe Owners Club Fly-in held February 8th, at River Ranch was an unqualified success. Over 75 people attended and at least 20 Coupes were flown in. Coupes came from all over Florida and from parts of Georgia. The airplanes were some of the cleanest and best maintained.

Fred Weick attended the fly-in and people came from as far away as Wisconsin. The weather was perfect. Joe B. McCawley, our Region 12 Director, said that he could not recall a better turnout.

I flew down to Vero Beach to pick up Fred Weick in a 1946 Ercoupe the day before the fly-in. Fred flew most of the way from Vero Beach to River Ranch. The Ercoupe belongs to Al Stinson and myself. After landing at the ranch, we found Joe McCawley and Al Stinson. They had driven down from Orlando. We got together in Joe's RV and spent three hours listening to Fred Weick talk aircraft before bedding down for the night.

Morning activity

The next morning, after breakfast at the lodge (it's a quarter mile from the airport), Fred, Joe, Al and I went to the airport. By 9 a.m. a half dozen Coupes were on the ground and about 20 people were viewing the aircraft. By late morning there were Coupes and people all over the flight line.

Fred spent the morning reviewing the Coupes and talking to everyone. Fred fielded numerous questions. The

Florida fly-in draws 4 dozen Ercoupers

marathon of questions and answers went on all morning. Coupes were flying continuously. Al Stinson was busy video taping all this activity. Thanks, Al.

Meeting

At noon, everybody retired to the lodge for lunch and a short meeting. The meeting was held in the lodge great room. Joe McCawley made announcements concerning the Sun-N-Fun and membership. With such a large crowd on hand, Joe could not resist the opportunity to tell some Coupe stories. We loved every minute of it. Joe also held a moment of silent prayer for Fred's wife, Dorothy, who recently passed away. Great job Joe!

Fred Weick commended Coupe owners at the fly-in on the fine conditions of their aircraft. He also said that many of the airplanes looked better than factory new Ercoupes.

I announced that a plan to reserve the ranch banquet room (they require a \$150 deposit) for the next fly-in at River Ranch (to be scheduled).

We awarded door prizes, ending the meeting.

Afternoon activity

We took a group picture and everybody returned to the airstrip for more flying, hanger talk and plan viewing.

I gave free Coupe rides that afternoon. Others did the same, but I don't know who they were. Thanks for your help, whoever you are. By 4 p.m., everybody was worn out and most of the people "flew-the-coupe."

Fred Weick did not seem tired. In fact, the 92 year old gentleman actually appeared to be refreshed. I flew Fred back to Vero Beach so he could attend a Rotary Club meeting or something that evening. Where does he get his energy?

Hints and tips

By Bill Plante
Bellevue, Washington

In the February '92 issue, Dan Hennis, in his article "No brakes, need help," devoted two paragraphs to a very chilling problem with the loose yoke. I've been meaning to write this for a while, but it slipped from my mind because of business pressures.

In November, I was up flying with my instructor in my N2849H (415-C). We were doing some night-time flying and everything was just fine as usual. The old bird is in great condition. We made three touch and gos, then decided to call it a night. I made my final, greased the runway, then taxied to my tie-down spot.

When tied down for the night, I usually secure the yoke with a bungy-cord. After connecting the ground chains, I climbed onto the wing, reached in and pulled back on the yoke — it was totally disconnected behind the control panel!!

The thought hit me that if that happened in flight when I was alone, I'd have to fly the plane by reaching over to the other yoke and hope the loose one didn't jam things up. If the other one disengaged too, I'd be flying a coffin with wings!

There is a small machine bolt with an elastic stopnut securing the shaft behind the control panel. The bolt was too short and the stopnut was on by only a few threads — not enough to engage the nylon material. With vibration and shock, the nut worked itself loose and dropped to the carpet unnoticed.

These connections must be checked. If the bolt is too short, replace it; it's a good time to replace the nut, too, with fresh nylon. It sure can save you from an unwanted aerial surprise.

P.S. Someone asked, and I know where there's a large flying RC model of an Ercoupe: hanging from the back room ceiling at RC Model Shop, 14010 NE 21st, Bellevue, WA 98007, 206-747-9914. I understand it has coordinated controls, but I don't know if it's for sale. I'd like to have a small (non-RC) model, too, if a source can be found.

From the Ercoupe Picnicker
By Jim Allison

To those of you out there with an STS Loran C set, you know that it is an orphan. You may not know that it can be updated to work on the two new mid-continent chains that are now operating.

The Tropic Aero Loran Co. bought up the rights to the STS Loran line, and offer an update to the Model C-110 for

\$125.00 plus shipping. (If you need a new memory battery, that's extra.) They also have used units at a low price. Call 1-800-351-9272.

By Ken Janulewicz
La Mesa, Calif.

I'll relate one problem I had in my old Coupe that could have caused some damage and injury. I found that once in a while, almost always on a hot day, I'd start losing power in a climb out position. I'd lower the nose and, usually, it would start purring again.

I always used auto fuel, so I thought that might be it. But, it did it on 80 octane also. I tried every thing I could think of, especially when it happened one time and lowering the nose didn't help. I quickly pulled out the primer, gave it one shot and she came back to life.

I found the four nuts on the bottom of the carb needed tightening and was leaking a little gas. I thought that maybe on climb out, the fuel level went below the level of the gasket and it was sucking air. That didn't fix it either.

It did it to me again, this time while I was still in the pattern at my home base, Gillespie Field. I put her back in the hanger and opened the cowl. I finally got the clue I needed. Even though I shut down [the engine] about 10 minutes earlier, I noticed that the fuel in the glass gascolator was bubbling like crazy. Luckily, my Coupe never dripped gas, so I seldom used the header tank fuel shutoff valve. If I did, the bowl would have been empty. Or, if it was metal, I wouldn't have seen it.

Anyway, everything else looked normal so I called Wayne Olson. Finally, after talking a while, we both discovered that there was no insulating sleeve on the fuel line from the firewall to the carb. It was inadvertently not replaced at its overhaul which was done not too long before I bought it.

I went to an auto supply store, bought some of the pink hose lined with the white fuzzy stuff and slipped it over the fuel line. End of problem — I never experienced it again. I'm sure that auto fuel probably brought on the problem at some time due to its lower boiling point. But, as I mentioned, it even happened with 80 octane in all the tanks.

I burned every type of gas available in the years I had my Coupe auto (regular and unleaded), 80 octane, 100 octane and 100LL. As far as how the engine ran, I could never detect any difference. However, I might agree with a fellow Couper. I think you will get a slight gas odor when using auto fuel. The theory being that it seeps out a little at the gaskets.

Now that I think back, I always seemed to have a slight odor of fuel that I could never attribute to a leak. Another Couper here at the field swears that she only gets an odor when auto fuel is in the tanks. She went back to 80 and says she never gets the odor anymore. I guess the controversy will go on forever.

Finally, Hawkins Tires is an excellent place to do business. [See Hints and tips, page 14 of the February issue. Ed.] They're about ½ mile from my home base. Myself and most people around here buy from them. I've purchased

several recaps from them with no problems. I even requested a better casing, rather than McCauleys. If they have them in stock, it's the same price.

They're a small company and have an excellent reputation.

By Kit Lindsay
Warrensburg, Mo.

For those of you that have had a problem with the dreaded wing tank leakage, there is a solution if the corrosion is not terminal. It's simpler than soldering and requires less time and skill. I found four holes about the size of a pencil lead about a quarter inch above the seam on one of my tanks.

I repaired it with this stuff called PRC. It's available from the Thomas B. Moore Co., 40 Progress Parkway, P.O. Box 160, Maryland Heights, IL 63043, or call 314-434-6844 and ask for PR-1422-B2. It comes in a half-pint kit for about \$20.

If you carefully prepare the surface with stripper, Scotch Brite, and finally Metal Etch prior to application, this stuff bonds permanently and is virtually indestructible! They use it to patch commercial jet fuel tanks.

They may not want to sell it to you if you're not an FBO, so you may have to use your imagination to get your hands on some. Good Luck!

P.S. We had some left over, so we made a ball out of it. After it dried (72 hours), we couldn't smash it or burn it. We did, however, cut it in half with a hacksaw!

By Ed Burkhead

Several experienced Coupe rebuilders have expressed worry about the landing gear spacers.

The prime worry seems to be that people will use spacers to get the tail up when they have worn, compressed rubber doughnut shock absorbers. This would result in reduced shock-absorber travel. A hard landing could then damage the gear or spar.

Using spacers is OK, though, if you install them right after putting in new rubber doughnuts! The doughnuts only cost \$2.85 each and you need eight of them — \$22.80 total + \$3.75 minimum shipping charge from Skyport (see ad on back page).

Installing new doughnuts isn't hard except for reassembling the strut. It takes a hydraulic press to compress the strut (and those new rubber doughnuts) while you put the %\$#@% snap ring back in place (putting that springy snap ring is very awkward in a small place). I did it all myself, the first time, except for putting the snap ring back on. (The mechanic did that in less than 10 minutes each.) Be sure to fill the shock struts with fluid. In fact, be sure to check the fluid level even if you don't do any of the other stuff. My mechanic may not have checked the fluid level in the last 10 years! One strut was very low and the other was almost dry!

In summary, NEVER, NEVER, NEVER install landing gear spacers without having first installed new rubber doughnuts and filled the shock struts with fluid!

Test fuel for alcohol

Autofuel with alcohol can damage the sloshing compound that seals our aircraft gas tanks and some other parts.

If you use autofuel, you probably already know that you should only buy from stations that advertise "No alcohol in our gas." What you may not know, is that some people have had problems with getting alcohol anyway.

If you use autofuel, test the fuel at the pump before you fill your 5 gallon cans to go to the airport.

If you keep a small, clear plastic cup or sturdy glass bottle in your car, and a bottle of water, you can test the fuel for the presence of alcohol.

Alcohol stays dissolved in gasoline only when no water is present. If water is present, the alcohol will leave the gasoline and dissolve in the water. You need to put water in the bottom of the cup, up to a mark, then fill the cup with fuel. Put on a lid and shake the cup, then look at the "water" level.

If the "water" level is higher than the mark, then alcohol has come out of the gasoline to mix with the water — buy your fuel somewhere else.

By Bob Mellinger
FAA and the plane's paperwork

You mentioned some time ago about your coupe not being the right type on the airworthiness certificate. It is a D listed as a C right? *[Almost: it's a CD being flown as a D. Ed.]*

I have the same situation. Mine was converted on a 337 in 1965 and they apparently failed to apply for a new certificate at that time, so it was, and is still, shown as a C on FAA records.

I got all the microfiche records for the plane and took a copy of the 337 that did the work to the GADO office here in Orlando. I got straightened out real quick, they just will not change records easily.

You have to fill out a new 8130-6 form and go the whole route to get a new certificate. It requires an inspection of the plane by the FAA man and then an annual is due within 30 days of his visit. I know for sure mine will wait until 30 days before it's annual time to go that route. It has been that way for 27 years and the airplane doesn't seem to know the difference, anyhow.

Fuel pump Airworthiness Directive

Another letter from Ron Blakely asked about the fuel pump AD 81-07-06 and what others do about the gaskets. I cut mine out of the gasket material obtained from the auto supply store. Use a compass and an Exacto model knife and you have a good new gasket. I have never had any problems with that method.

Good Ohio Ercoupe A&P

Some time ago, Skip was publishing names of A&Ps and IAs that were familiar with Ercoupes for annuals. I have a real good fellow you can add to the list. He will work with you and is good to get along with.

He is Al Davis, 400 West High St., East Palestine, Ohio, 44413, 216-426-1923. That is in the Youngstown area in eastern Ohio.

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, Harris Ranch, April 5th, Sunday, both wings — North/South game.

National — Sun 'n Fun — Florida, April 5-11th. 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 the March issue.

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

Virginia, Richmond, May 16-17th, Combined Ercoupe Owners Club and Cessna 150/52 Owners Club fly-in, co-hosted by Chesterfield Pilot's Association. Low cost airplane weighing, pancake breakfast Saturday a.m., spot landing Sat. p.m., lunch Sunday, seminars, see full-page ad in April issue!

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

Michigan, Owosso, Community Airport, May 16th, 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.

Oregon, Concrete, May 16th, Antique Fly-in.

Ohio, Waverly, Pike County Airport, May 17th, 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.

Texas, Midland, May 16-17th, Confederate Air Force invites the EOC to Armed Forces Day Fly-in. They expect attendance of 50,000 people! Contact is Barbi Woods, 915-563-1000.

California, Orland, May 23rd, Saturday, Bar-B-Que.

California, Rabbit Dry Lake, May 22-25th, Camp out located between Lucern Dry Lake and Apple Valley. Contact Ed Bilewitch 619-948-3111.

Alabama, Decatur, Pryor Field, May 23-24th, Sponsored by EAA Chapter 941. Also Southern Aviation Reunion for pilots, students, instr. trained at Pryor Field during WWII. No admission fee, free camping, food available, free transportation

to Alabama Jubilee. Contact is Nancy Swanner 205-232-1736.

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

California, Woodland, June 7th, Sunday.

California, Santa Paula (SZP), June 7th, Sunday.

Virginia, Newport News, June 13th, 20th Annual Colonial fly-in, Williamsburg International Airport, sponsored by EAA Chapter 156, for information and no-radio entry call Bob Hamill, 804-928-0107.

National Convention, 1992, Newton, Kansas, July 1-5th, 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, Santa Rosa, July 12th, Sunday.

California, Kernville (LO5), August 1-2nd, Camp out with Sunday brunch. Inner tube river.

California, Carmel Valley, August 2nd, Sunday. Plan to arrive at 1 p.m. for better weather.

North Carolina, Dare County Regional Airport, August 21-22nd, 5 mi. SW of Kitty Hawk. Airshow, antiques, classics, warbirds, homebuilts, bi-planes, judging on the 21st, information and registration 919-473-5011.

California, Apple Valley (APV), 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 definitely scheduled.

California, Rosamond, October 4th, Sunday.

California, Willows, October 17th, Saturday.

Nevada, North Las Vegas (VGT), October 23-25th, Friday-Sunday. All California and Nevada wings. Halloween costume gala.

California, Boonville, November 1st, Sunday.

California, Catalina (AVX), November 8th, Sunday.

California, Bakersfield Muni (L45), December 6th, Sunday.

U.S.S.

SEDONA ARIZONA



Join

Us!

15th ANNUAL ARIZONA COUPE WINGDING !!

APRIL 24-26 '92

THERE WILL BE A GUEST SPEAKER AND TROPHIES WILL BE GIVEN.

Bring your tiedowns and if you have questions, call ADMIRAL JESSE at 602/931-4139 for more information.

SWABBIES, grab your HOME PORT'S FIRST MATES to JUMP SHIP and EMBARK with the ARIZONA MATEYS on the POOP DECK of the USS SEDONA for the 15th ANNUAL ARIZONA GROUP COUPE'S WINGDING!

After you have contacted one of the three BERTHING AREAS, ADMIRAL JESSE needs you to complete and return to him the below form so that the needed transports will be available to make your R&R enjoyable.

BERTHING QUARTERS & CAMPING ON FIELD

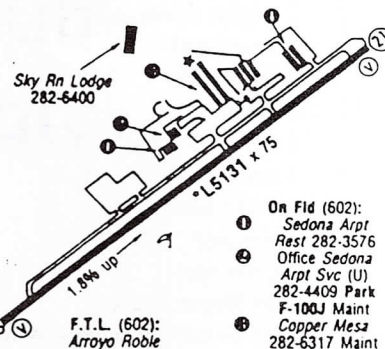
SKY RANCH - 602/282-6400
STAR MOTEL - 602/282-3641
QUALITY INN - 602/282-7151

SEDONA. SEZ. 4827'. 2SW. (IAP). 34° 50.9'N 111°47.2'W. (602) 282-4409. Att days; ngts on req for fee. F-100J. S5 wkdays; wknds on req. Bcn. KAZM 780 D. 112°/2. Hicptrs. Nrmly lnd rwy 3; tkfl rwy 21; xcpt when 8 wind abv 15 kts. Ctn: Trblac; hl terrain 1 mi SE. Arpt on 400' mesa. Birds & Deer. *PCI: 122.8 - Rwy (3x low; 5x med; 7x hl), VASI, windcone (3x).

CTAF	PRC FSS	TPA
U-122.8	RCO 122.3	MSL: 5827

FSS: PRESCOTT	(800) 992-7433
VOR FREQ	RAD NM
FLG 106.20	184° 19
DRK 114.10	062° 35
(RBN):	
SEZ 334	031° 01

Rec Info:
Arpt lctd in Oak Creek Canyon
Rec Area
Poco Diablo Resort
(7 mi) 282-7333
Free Pickup
(prior notice)
Horseback riding, Golf
Racquetball, Tennis
Swimming



F.T.L. (602):
Arroyo Roble Motel (2 mi)
282-4001
Los Abrigados
(2 mi) 282-1777
Both Free Pickup
Budget 282-4602

On Fld (602):
Sedona Arpt Rest 282-3576
Office Sedona Arpt Svc (U) 282-4409 Park
F-100J Maint
Copper Mesa 282-6317 Maint
Sky Mtn Artn 282-2582 Park
F-100 Maint
Az Air Craftsman 282-6149 F-100 Maint

PLEASE MAKE RESERVATIONS BY MARCH 24, AS BERTHS ARE LIMITED.

There will be a FREE "POND PARTY" at SKY RANCH FRIDAY NITE.

CHOWING DOWN SATURDAY NITE will be at EL MEDITERRANEAN. Chow will be prime rib and chicken with the fixings and the FARE is \$20 per person.

Registration Fee is \$5/ per person.

PLEASE FILL OUT & RETURN BY 4/4-92!!

NAME

ADDRESS

ETA

N-NO.

CAMPING ON FIELD or MOTEL?

WHICH?

MAIL TO: JESSE WRIGHT, 5324 West Palo Verde, Glendale 85302

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.

FOR SALE: CHOICE SCENIC BUILDING SITES. Access to Page Ranch runway. Lot size, terms and all that are open, but Leonard is serious. Contact Leonard, but face-to-face is best because he doesn't hear every last word on the phone.

WANTED: Can anyone tell me where I can locate a new rubber gasket seal that fits in the channel at the rear of the windshield where it seals the sliding canopy on the Alon? George Frebert 641 Lake Drive W., Smyrna, DE 19977.

FOR TRADE OR SALE: Would like to trade for items needed to make plane TCA legal or sell. Offered:

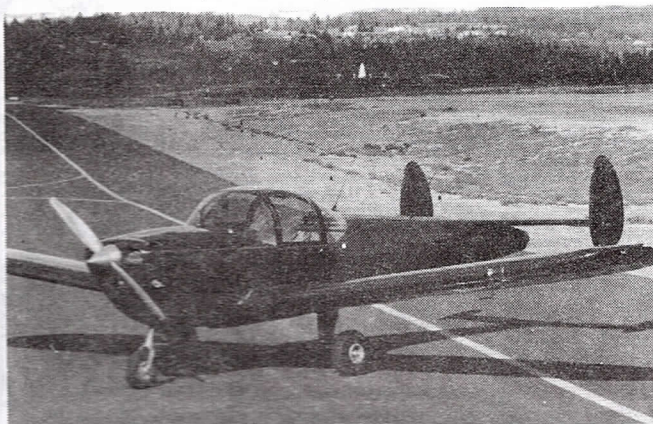
- 1 set gear covers
- 2 sets wing root covers
- 2 engine cover, cowls
- 1 nose bowl
- 2 bulkheads
- 3 dash
- 1 old style nose landing gear
- 3 nose bowl brackets
- 1 seat frame
- 1 elevator
- 1 main spar
- 1 set Hayes brakes
- 1 set Goodyear brakes, wheels & tires
- 1 O-200 Cam with 5 hrs.
- 1 Case

Mufflers, cooling shroud baffles, pistons with rings, rods, etc. used, other engine parts. Call 206-683-9427.

FOR SALE: 1946 Ercoupe 415-C/D, \$8995, 85 hp, TT 1100 hrs, SMOH 50 hrs, com, transponder, encoder, multi-CHT, alternator, strobe, bubble windshield, recent Ceconite, extended baggage area, double fork, Cleveland wheels/brakes. Dick Glynn, Space #127, Compton, CA 90221, 310-631-8140 (5-10 p.m.), 310-428-6662.

FOR SALE: Original ERCO Ercoupe cowling assembly. Top, left and right sides with Dzus fasteners. Polished aluminum. Needs cleaning but is in excellent shape. Has "Ercoupe" emblem on each side. \$400. Rob Moore, 605-224-6310 after 5 p.m. Central time.

FOR SALE: Alon A-2, 1966. Totally restored to BETTER than new condition. Winner of People's Choice, Best Alon and Best Interior at Nationals. Phone for photos and detailed inventory. \$30,000 firm. Steve Colwell, 1919 Country Club Drive, Placerville, CA 95667, 916-621-3408.



FOR SALE: Ercoupe Wing, right hand, uncovered. Excellent shape. No Corrosion. Wayne Lawler, 2900 Tumblweed Lane, Fort Collins, CO 80526, 303-223-3238.

FOR SALE: Alon and M-10 owners! No available: new fiberglass duplicates of arm rest side panels. Identical to originals. \$150.00/set (left and right). John Gadeikis, Burlington, WI 414-763-6100 (evenings).

General request: One member suggested that we ask members to send in a list of spare parts they would sell if someone needed them.

FOR SALE: NEW, never installed right gas tank for Alon or M-10 Cadet. Also, one used left tank for same aircraft that has been welded in a couple rivets. Wayne Olson, Southern California, 619-244-9821.

WANTED: Alon cockpit canopy — condition of glass not important. Cliff Istre, 109 Country Club, Covington, LA 70433, 504-892-6299.

FOR SALE: 6 Qt. oil tank for "C" series & O-200 Continental engines. \$100 plus shipping. Burt Ellegaard, 1501 E. 1st Ave. #20, Shakopee, MN 55379, 612-941-3633.

FOR SALE: GEAR SPACERS! Increase tail height 10" with polished steel spacers, 7/16th" thick, 1 5/8" outside, 1 1/8" inside. Exact fit, with set screw. Directions and Coupe Capers photo. **\$12.50 a set, plus \$2.50 postage.**

Also, a TOOL FOR REMOVING AND INSTALLING NOSE GEAR AXLES! It is 10" long, fits snugly into axle shaft and drives all the way through without flaring or scuffing the ends of the shaft! For double fork gears.

This tool drives right on through as it is designed to remain inside the tube at least one inch. \$34

Dr. Earl Christofferson, 1740 Alto Vista Ave., Escondido, Calif., 92027. 619-740-9128.

Richmond, Virginia

Chesterfield fly-in, Chesterfield County Airport (W98)

May 16 and 17

Combined Ercoupe and Cessna Clubs

Saturday a.m. pancake breakfast by Chesterfield pilots Association.

Saturday p.m. spot landing contest and flour bombing.

Overnight at nearby motel, convenient to shopping and movies. Transportation furnished. Call Dom. Av. 804-271-7793 (Va.) or 1-800-366-7793 for reservation.

Camp overnight on the field if you wish.

Sunday a.m. late arrivals and hanger talk.

Sunday noon lunch and meeting in the airport restaurant with a short program: Skip Carden on "Tips and what's new" and Ken Rowe, director, Department of Aviation, Virginia on "Surviving with a little plane in today's big plane world."

(Arrangements made to have a weight and balance done while you enjoy the gathering by Dominion Aviation Services for all Ercoupes and Cessna 50/152s. A small service fee will apply. Call Dominion to let us know if you are coming and if you wish a fresh weight and balance done while you are here. 804-271-7793 (Va.) or 1-800-366-7793.)

Ercoupe Owners Club National Convention

July 1-5

Newton, Kansas

Shirley Brittan, fly-in coordinator, is soliciting new speakers that haven't been regulars at the nationals. There will be maintenance and other seminars, the usual hangar flying.

Lodging will be at the Mennonite Bethel College at a cost of about \$27 per person per day for room, bedding and three meals (including some noon meals at the field) — double occupancy.

Motels are nearby with rates from \$37 per day. Car rental is from \$17 per day for compact to \$40 for vans.

Chisholm Trail Festival in Newton the same weekend. The Kansas Cosmosphere and Space Center is nearby and a tour will be scheduled.

Volunteers are solicited. Contact Shirley Brittan, 316-284-0145

Please!
Put the editor of
Coupe Capers on
your mailing list
for your wing
newsletters
and fly-in
announcements!

Club Things

The following items are available from Fran Heath, 710 South Woodbine Dr., Sapulpa, Oklahoma 74066 (918) 224-0644.

Bumper Stickers.....FREE
 Paint Sheets.....FREE
 Club Patches.....\$ 1.50 ea.
 Vinyl (Club) Decals.....\$.70 ea. (P.P.)
 Club Directory.....\$ 1.00 (P.P.)

ERCOUPE JEWELRY

(all items in Gold and Silver color
 please specify color!)

Tie Tacks.....\$ 3.75 ea.
 Stick Pins.....\$ 4.20 ea.
 Necklaces.....\$ 4.50 ea.
 Lapel Pins.....\$ 3.20 ea.
 Charms.....\$ 3.50 ea.
 Earrings.....\$ 4.70 ea.
 (Wire, Clip & Clasp)
 Fly-In Plaques (1976-1980).....\$ 7.90 ea. (P.P.)

EOC WING JEWELRY

Large Wings — gold or silver color.....\$ 4.50 ea. (P.P.)
 Lapel pin wings — gold or silver color.....\$ 3.75 ea. (P.P.)
 Stick pin wings — gold or silver color.....\$ 4.20 ea. (P.P.)
 Tie Tack wings — gold or silver color.....\$ 3.75 ea. (P.P.)

EOC DIRECTORS

Region 1, CT, MA, ME, NH, NY, RI, VT, Dick Murphy-'93,
 114 Academy St., Malone NY 12593, 518-483-2486.

Region 2, CANADA, Peter C. Philips-'92, RR#2,
 Orangeville, Ontario, Canada, L9W 2Y, 519-941-4113.

Region 3, OR, WA, AK, Bob Rakozy-'93, #4 Bartok Place,
 Lake Oswego, OR 97013, 503-236-4218.

Region 4, ID, MT, WY, Ruban W. Jodsaas-'92, Box 396,
 Coldstrip, MT 59323, 406-748-2217.

Region 5, MN, ND, SD, WI, Russ Jensen-'93, 386 N.
 Wabash, Suite 1300, St. Paul MN 55102, 512-298-1055.

Region 6-EAST, DC, DE, MD, NJ, PA, WV, Steve Kish-'92,
 RD 2, 460 Taylor Drive, Cedar Valley, PA, 18034, 215-838-
 9942.

Region 6-WEST, IN, MI, OH, Jon Hiles-'92 6711 Emerald
 Ave., Enon OH, 45323, 513-864-1041

Region 7, CA, NV, Zig Dawid-'93, 9237 Central Ave.
 Orangevale, CA 95662, 916-988-3129

Region 8, AZ, CO (Western side of Rockies), UT, NM, JoAn
 R. Cooper-'92, 2210 West Cactus Wren Dr., Phoenix, AZ
 85021-7727, 602-995-4177

Region 9, CO (Eastern side of Rockies), IA, IL, KS, MO, NE,
 Shirley Brittan-'93, 623 Rolling Hills Dr., Newton, KS
 67114, 316-284-0145

Region 10, DC, KY, NC, SC, TN, VA, Roy Wright, 106 Gail
 Dr., Mauldin, SC 29662, 803-458-9119.

Region 11, AR, LA, OK, TX, Leonard Page-'93, Rt. 1,
 Belleville, AR 72824, 501-495-2647.

Region 12, AL, FL, GA, MS, PR, Joe B. McCawley-'92
 (CHAIRMAN) 615 Irvington Ave., Orlando FL 32803, 407-
 894-0066.

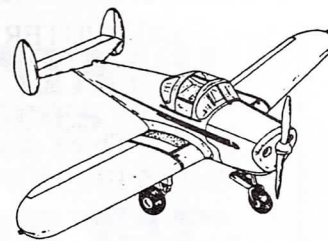
HONORARY LIFE MEMBER-Fred E. Weick, 2 Dolphin
 Dr., Vero Beach, FL 32960, 305-562-3878.

Supply Officer-Fran Heath, 710 S. Woodbine Dr., Sapulpa,
 OK 74066, 918-224-0644.

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

ERCOUPE

INSPECTION NOTES



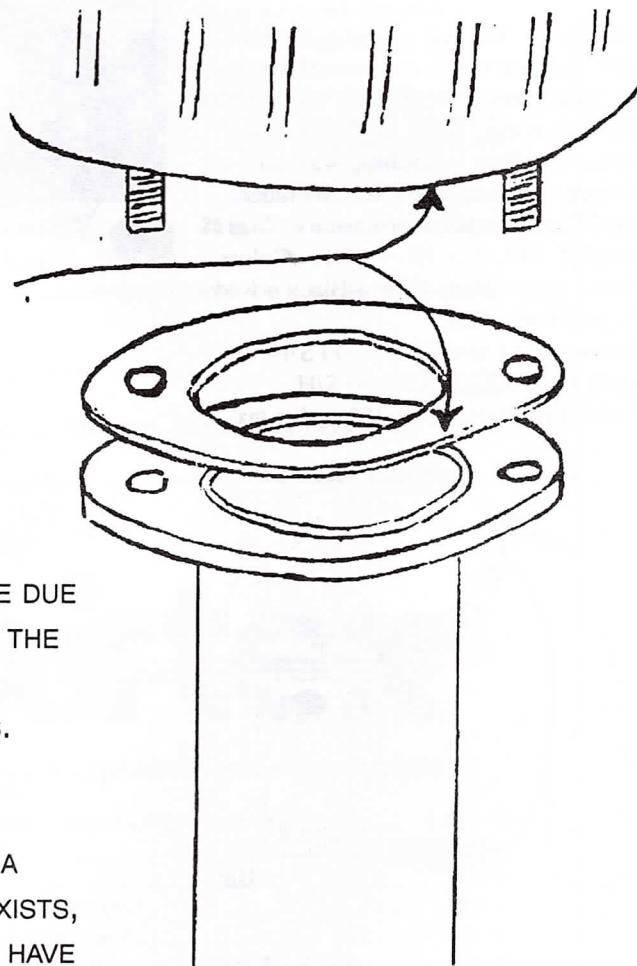
ILLINOIS WING — ERCOUCPE OWNERS CLUB

NUMBER 4

CHECK FOR EXHAUST LEAK BETWEEN THE EXHAUST STACK FLANGE GASKET AND THE MACHINED SURFACE OF THE CYLINDER EXHAUST PORT.

A LEAK IN THIS AREA WILL:

1. CAUSE ENGINE TEMPERATURE TO RISE DUE TO INCREASED AIR PRESSURE BELOW THE COOLING BAFFLES AND HEATED AIR BLOWING ONTO ENGINE COMPONENTS.
2. ERODE THE ALUMINUM EXHAUST PORT MAKING IT IMPOSSIBLE TO SEAL WITH A NEW GASKET. IF EXCESS EROSION EXISTS, THE CYLINDER MUST BE REMOVED TO HAVE THE SURFACE REMACHINED.
3. CAUSE IGNITION WIRES, OIL HOSE, FUEL HOSES, AND ENGINE MOUNT PADS TO BECOME BRITTLE.



ERCOUPE JACKETS AND GOLF CAPS

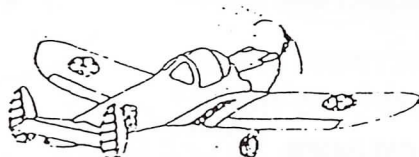
COMPUTER MACHINE EMBROIDERED EMBLEMS ON QUALITY JACKETS BY
HARTWELL, AND BEST QUALITY GOLF CAPS.

Three designs to pick from - ERCOUPE IN Silver with red stripe.
YO-55 ERCOUPE in silver with marking on tail and early military stars or same design
with yellow (training colors) wings. (YO-55-Y Experimental, O Observation, 55 military
number assigned to Ercoupe. The design was not accepted by the military because of
the low wing design. Nevertheless ONE was built and submitted to the Army Air Corps.)

ALLOW FOUR TO SIX WEEKS DELIVERY

JACKETS

Jackets by Hartwell - Poplin Award
80% polyester/20% cotton - Flannel
or Quilt Lined - Reinforced slash pockets
Rib knit collar, cuffs, and waist band
Water repellent - Machine washable
Choice of Ercoupe emblem included.
SEE Caps for different designs. Size
Adult S - M - L - XL - XXL. Colors
Silver grey - Navy Blue - Black - Red
Royal Blue - Tan.
Flannel lined \$65.00 + \$5.00 S/H
Quilt lined \$70.00 + \$5.00 S/H
Texas Residents add 8.25% sales tax.

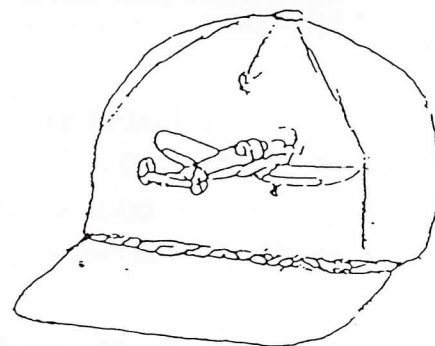


CAPS

Caps are finest quality fabric Golf
Caps - Choice of emblem - Emblem
same on Jackets & Caps (smaller)

Ercoupe-Silver w/red stripe
YO-55-Silver w/red stripe
YO-55-Yellow wings/silver w/military

CAPS - \$12.00 + \$5.00
S/H - Texas Residents add 8.25% tax.



BRYAN AVIATION, INC.

c/o Gene Holligan
4201 Willow Oak
Bryan, Texas 77802
(409) 774-7701

JACKET (Size) _____ (Color) _____

(Lining) _____ Emblem _____

CAP Reg. Fit-all (Color) _____ Emblem _____

Mail To: _____

Address: _____

City/State/Zip: _____

Payment: Check/Money Order/Credit card - Visa
Master Card- Discover. Card # _____

Exp. date: _____ Signature _____

PROTECT YOUR CONTINENTAL!!

C-85-12, C-90-12, -14, -16 & O-200 ENGINES

with a

NEW OIL FILTER ADAPTOR KIT

MOUNTS DIRECTLY ON THE ENGINE - QUICK & EASY INSTALLATION

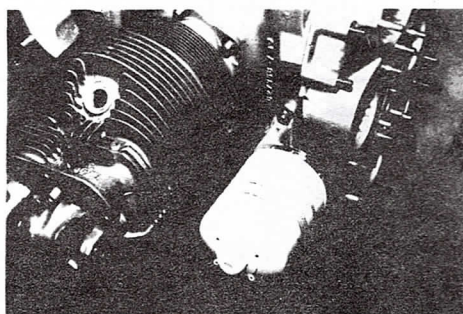
FAA/PMA Approved

• Run Cleaner!!

Clean engine oil is essential to long engine life. The full flow filter removes lead deposits, dirt, carbon & other contaminants that are injurious to your engine.

• Run Cooler!!

Customers have reported their oil temperatures are running 10 to 15 degrees cooler after installation of kit. A bonus for you in lower operating temp.



• Run Longer!!

Eliminate oil contaminants that can cause sticking valves & accelerated wear of crankshaft, cam, lifters & cylinders. Add many hours to the life of your engine.

• Run Cheaper!!

Perhaps the most worthy advantage of the full flow oil filter is that it permits longer periods of operation between oil changes. Oil change interval can be increased 25 to 100% & saves you money.



only \$189.50 complete
(nothing else to buy)



ORDERING: Call Toll Free 1-800-521-0333 — We need to know your engine model and **your airplane model and year of manufacture!!**

- Cessna's 120-140-150
- Ercoupes
- Homebuilts

EL RENO AVIATION, Inc.

- Aeronca
- Luscombe
- Taylorcraft

1004 SOUTH COUNTRY CLUB ROAD

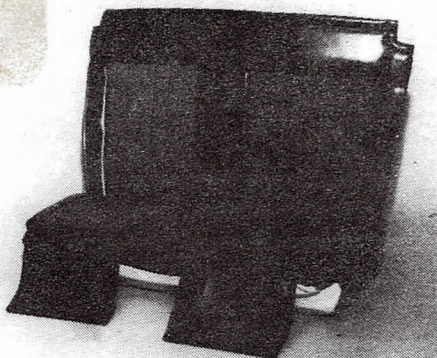
P.O. BOX 760

EL RENO, OKLAHOMA 73036-0760

*Fly high with a
quality Airtex interior*



Ercoupe replacement assemblies



Cushion set (with 1 pc. bottom cushion)	\$289.00*
Wall Panel Set	222.00
Carpet Set	67.00
Baggage Compartment	35.00
Baggage Compartment	150.00
Window Channel welts -per pair-	31.00
Firewall Cover	35.00

*add 25% for premium fabrics

Free catalog of complete line. Fabric selection guide showing actual sample colors and styles of materials: \$3.00

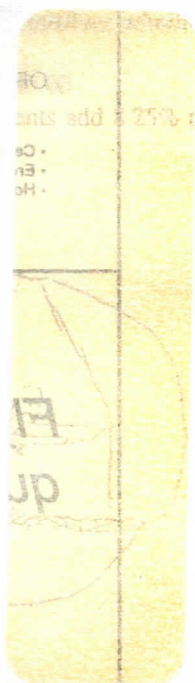
*Complete interior assemblies for do-it-yourself installation.
Custom quality at economical prices.*

airtex PRODUCTS, INC.

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ERCOUPE OWNERS CLUB
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U.S. POSTAGE
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Mailed: 4/3/92



Fly-About Adventures and the **Ercoupe** By Paul Prentice

Unsolicited review by Michael Amerlan:
"There are many insights in the book, i.e. the undervaluation of the Coupe, new statistical data, fuel and maintenance tips, aviation safety and, finally, a philosophical indulgence by the author which is quite welcome in its unique and universal vision. The author's extensive experience and research pulls no punches and shouldn't."

Review by Ed Burthead:
"Paul is a good story teller. He considers the Ercoupe to be fun long distance transportation. That feeling shows as he talks about his trips."
Uniquely different and in full color — Enjoy your Coupe! Send \$17.95 to Fly-About, P.O. Box 51144, Denton, TX 76206

Metal Polish  Metal Polish

Roit of Minnesota

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Blaine, Minn. 55434
Business: 612-784-2362
Residence: 612-489-5450

VERN BROWN

Skypport *Aircoupe Services* Division of FRA Enterprises Inc.



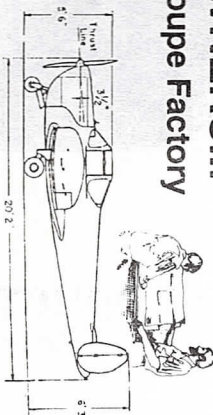
SKYPORT is a distributorship specializing in, and limited to, ERCOPE / AIRCOPE. SKYPORT service includes knowledgeable, careful attention to your order and an attempt to make everything you may require for your COUPE available from this single source.

PHONE: 1-800-624-5312

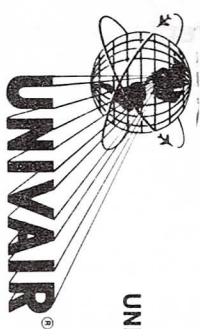
32032 Washington Ave. Rochester, Wis. 53167

ERCOUPE OWNERS... **Univair is the Ercoupe Factory**

We can supply more Ercoupe parts than anyone else. Our Ercoupe parts are manufactured in our own plant using much of the same tooling and jigs that were originally used to build your Ercoupe. Forney, Alon and M-10 aircraft. Come to UNIVAIR first for your parts needs. We also supply thousands of distributor items such as: McCreary Tires, Randolph Finishes, Ceconite, Concorde Batteries, Continental Engine Parts, Whelen Lighting Systems, Grimes Lights, Air Maze Air & Oil Filters, Real Gaskets and Mirror Glaze.



UNIVAIR's General Catalog is available for \$5. The catalog cost is credited to your first order of \$50 or more. Our FREE Inventory Price List is available at your request.



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FAX: (303) 375-8888
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Touch of Class available again!



"The Ercoupe — A Touch of Class"

AUTHOR — FRANK R. SALETRI. 500 pages. Hardbound. Covers the complete history of the Ercoupe from 1934 to 1970 — and beyond. Send your check or M.O. for \$50.00 (U.S. Funds only) to: June R. Kirk, 44 West Hulet Drive, Chandler, Arizona 85224. Allow 14 days for insured delivery. Outside U.S. include \$5.00 for postage.