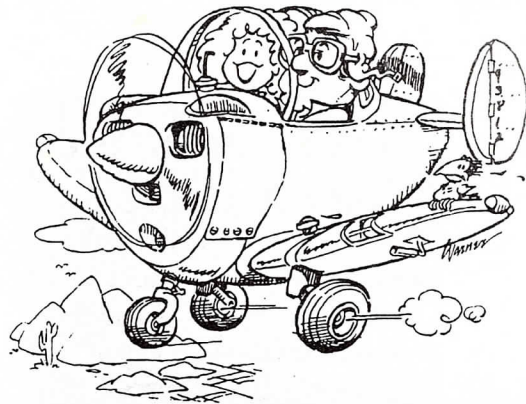


Coupe Capers

Monthly magazine of the Ercoupe Owners Club May 1992



By Louise and Hank Taxis
Minneapolis, Minnesota

There are fly-ins and there are fly-ins, but if you haven't been to a Minnesota Winter fly-in you aren't a complete pilot.

Enclosed is a picture of a great one. They plowed a 5,000 ft. runway for the

event. We had eight Minnesota Wing Coupes.

Louise and I were ushered right up to the restaurant from where this picture was taken. Milan Meister, owner of the restaurant, came out to greet us and hug Louise. We all had a great time.

Best to you all.

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 5, May 1992

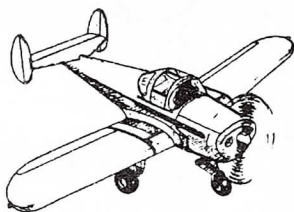
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National Headquarters, P.O. Box 15388, 3557
Roxboro Rd., Durham, NC 27704, 919-471-
9492.

**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 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



Election results are in

By Ed Burkhead

There was only one nomination received from Region Eight (Arizona, New Mexico, Utah and Western Colorado) for a new Regional Director, therefore there will not need to be an election.

F. Tim Yoder has won the post of Regional Director, Region Eight with no opposition. Congratulations, Tim.

Next comes the post of Regional Director, Region Six West (Indiana, Ohio and Michigan). As I write this on April 19th, Marvin Dunlap was well ahead even though the number of votes received was small. If there's any change in the vote count before the mailing date, Skip will correct this notice. Based on the votes received, it looks like we can declare Marv Dunlap the winner. Congratulations Marv.

Both Jo An Cooper and John Hiles have been Regional Directors for several years and have been important contributors to the club. I'm sure they will continue to be helpful to us all in the future.

See the list of Regional Directors for the addresses and phone numbers of the new directors.

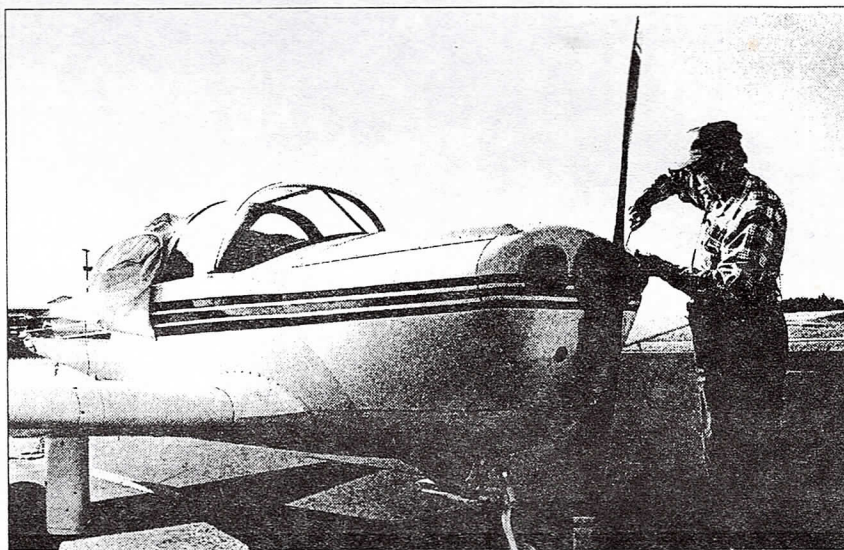


Photo by Owen Riley Jr.

Walter Phillips, 75, works on the '59 Forney F-1 Aircoupe he restored.

By Jerry Sexton
Belton, South Carolina

The photograph, from the Granville, S.C., newspaper, shows Walter Phillips working on his 1959 Forney F-1 Aircoupe at Donaldson Center Industrial Air Park.

Phillips, along with his son Charles, is flying the Coupe on a regular basis. Phillips is 75 years old and received his license in 1947 and had not been active for many years until he was attracted to the Ercoupe.

The plane had been blown over on its back. After painstakingly restoring the plane, Phillips flew the bird about mid-winter a year ago.

Many people in the area have ridden in the plane, have been attracted to it and enjoy seeing it fly.

I'm sure all members will join with me in thanking Mr. Phillips for putting this beautiful plane back in the air and wishing him a future of happy tail winds.

[Editor's note: On April 1st, Jerry Sexton told me that Mr. Phillips is temporarily grounded as he gets a couple of medical problems fixed. It sounds, however, like he'll be back in the air soon. Get well quickly, Walter, and congratulations and thanks for getting a beautiful plane flying again. Ed.]

REGION 6 VOTING ENDS MAY 27th.

Coupe Currency Corner

By Ron Kerlin
CFI, ATP

Often lurking in the most remote and unused recesses of the instrument panel is the lowly, and often maligned transponder!

It lacks the glamour of weather radar or the bells and whistles of even the most spartan loran receiver. But whenever discussions turn to transponders, opinions regarding their desirability or undesirability seem to abound.

Transponders are required for entry into only about five percent of the nation's airports. The fact that about 75 percent of the general aviation fleet is transponder-equipped merits a discussion of the capabilities and uses of this particular black box.

The operation of the transponder can be likened to a tail light on an automobile. Although we can often see an unlighted vehicle at night from the rear, the tail light certainly catches our attention more rapidly, especially if the visibility is not the best.

Surprisingly, the transponder is by far the most powerful transmitter in the aircraft (unless you have weather radar). Most general aviation transponders radiate 200-250 watts of power. This is about 25 times more power than your VHF radio! This equates to a current draw of about 20 amps in an airplane with a 12 volt, 12-20 amp generator. The good news is that this amount of current is drawn for an extremely short time, measured in milliseconds.

Most of the time that the transponder is turned on, it is essentially in a standby mode. It waits until it receives an inquiry from the controlling facility radar at which time it replies with a brief pulse of encoded energy.

These brief pulses of energy can be likened to morse code. However, each pulse series is a number from zero to seven, encoded in digital form. Since there are four dials, each with eight numbers (0-7) on a transponder, you can be assigned any one of 4096 discrete four-number codes. ($8 \times 8 \times 8 \times 8 = 4096$.)

An altitude encoder, if connected to the transponder, simply converts each 100 feet of altitude to a digital number. This additional data is transmitted, piggy-back, along with the assigned transponder code whenever the unit is interrogated. It allows your altitude to be presented numerically on the controllers' radar scopes where it can be passed on to other nearby aircraft.

Now, let's take a look at how the transponder is used in both VFR and IFR flying.

VFR flight is very often conducted without any direct contact with a radar-capable facility. The transponder, in this situation is, perhaps, more useful than in any other realm of flight!

Although the pilot may not be communicating with anyone, you can be assured that your position and altitude (if encoder equipped) is being relayed to dozens of other aircraft, both VFR and IFR.

Again, we can use the analogy of driving at night. With the "lights" of your transponder on, you are very much more visible to other pilots.

Another advantage to the VFR pilot is that, if you encounter a problem requiring emergency assistance, you can simply select the universal emergency code of 7700. By this action, you will command the immediate attention of many individuals who can and will provide any assistance necessary to help in resolving your problem.

Of course, if you monitor a radar-capable frequency during your flight, you will be provided more traffic information than you ever imagined was near you. As an example, I seldom see more than one airplane on my own for every five called to my attention by Air Traffic Control. As they say, you are seldom hit by the ones you see!!

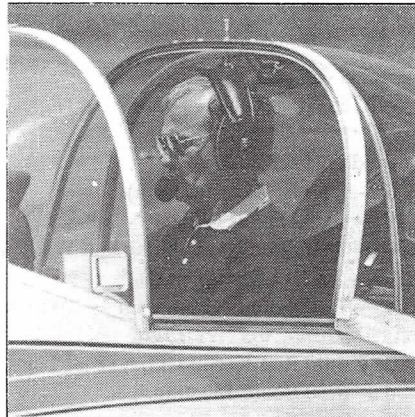
During IFR flight, the radar contact provided by the transponder makes the pilot's workload much lighter in that it eliminates the necessity to provide continuous position reports and estimates to succeeding fixes.

The ATC computer system also has the capability to determine the existence of a potentially hazardous traffic conflict between IFR aircraft. It can even trigger a low-altitude warning that will enable a controller to advise a pilot of a potentially dangerous situation.

As a point of interest, a transponder is not a required piece of equipment for IFR flight, except for flight through ARSAs and TCAs.

The transponder also happens to be one of the more reliable pieces of avionics that we use with average time-between-failures exceeding several thousands of hours.

Since the transponder is a digital pulse type of transmitter, a periodic check is required to ensure that the proper encoded data is being transmitted. According to FAR 91.411 and 91.413, each transponder and



encoder must be inspected every 24 calendar months in order to be used.

Remember, even though you may personally choose not to partake of the advisory services that your tax dollars buy, if you have a functioning transponder aboard, your position will be called out to many others nearby, including corporate, airline and military aircraft.

You will be doing a great service to the pilots and passengers of these aircraft (as well as to yourself) by electronically assisting ATC in making these other nearby aircraft aware of your position and altitude.

Squawk 1200 VFR and 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

[Editor's note: Ron has been receiving a lot of calls that get caught by his answering machine. When Ron calls back, he's been paying for the return calls from his own pocket and the bill is getting big.

If you don't get him on your first try, please try to call him again or record a message saying that he should return your call collect. If he does return your call on his own bill, it would be helpful if you could then hang up and call back to him.

Ron's help and advice is appreciated and we can try to avoid it being a financial burden to him as well. Ed.]

National Convention — 1992

Newton, Kansas, July 1-5

Wednesday, July 1st. Arrival day.

8:00 — 5:00 Registration/transportation.

1:00 — 5:00 Men's shopping tour. Boeing Surplus and The Yard, Wichita.

Dinner — on your own.

Chisholm Trail Festival — Country Night: Lakeshore Limited.

Thursday, July 2nd.

7:00 — 8:30 Breakfast (Dorm).

9:00 — 11:00 Poker Run.

9:00 — 11:30 Ladies Shopping and Warkentin House Tour.

11:30 — 12:30 Lunch (Dorm).

1:00 — 2:30 Technical Seminar — "Why not do it yourself" Jon Hiles.

3:00 — 4:00 Ron Kerlin CFI/ATP — Seminar.

4:00 — 5:30 Board Meeting.

5:30 — 6:30 Dinner at dorm. Guest speaker: Mr. John Allen (Alon).

Chisholm Trail Festival — Bluegrass Night.

Friday, July 3rd.

7:00 — 8:30 Breakfast (Dorm).

9:00 — 11:00 Alon Fly-out to McPherson with Mr. Allen.

11:30 — 12:30 Lunch (Dorm).

1:00 — Leave for Cosmosphere & Space Center (in Hutchinson) fly or drive.

5:30 — 6:30 Picnic.

Chisholm Trail Festival — Beach Party.

Saturday, July 4th.

7:00 — 8:30 Breakfast (Dorm).

8:30 — 11:00 Fly-out (EAA annual fly-in, El Dorado, Ks.).

11:30 — 12:30 Lunch (Dorm).

1:00 — 2:30 Technical Seminar — John Wright & Jim Mayhall.

3:00 — 4:00 "Everything you wanted to ask about Air Traffic Control, but..." Nancy Cullen, Air Traffic Control Specialist (and EOC member).

6:00 Dinner/Awards. Guest Speaker: Mr. Fred Weick. 1993 Nationals site selection.

Sunday, July 5th.

7:00 Continental breakfast.

Weather Briefing.

Departure.

Lodging is available at the college starting Monday, June 29th for those coming early — however, no food service will be available until Thursday.

We are still waiting for confirmation on the StarShip and B-1 Bomber fly by. (They don't like to commit so early.) We are having an instrument company (Wichita) set up displays at the airport.

MOTEL:

Days Inn

105 Manchester

Corner of 1st St. & I-135

Newton, KS 67114

316-283-3330

NEWTON — Newton-City-County (EWK). Location: 3 mi E of city.

Coordinates: N38-03.4; W097-16.5.

Waypoint: ICT-113.8 031° 23.8. Telephone:

316/283-8457. Hours: 7 am to 11 pm daily.

Elevation: 1533. Pattern altitudes: 2333

MSL light aircraft; 2533 MSL heavy aircraft.

Runways: 17-35 7,002 X 100 asphalt; lights

MIRL / 8-26 3,500 X 75 asphalt; lights MIRL.

Lights: beacon dusk to dawn. Fees: hangar

(\$10.00 single/15.00 twin). Approaches:

ILS, VOR/DME, NDB, RNAV, FSS: Wichita

800/992-7433. Frequencies: CLNC DEL

126.55; DEPARTURE 126.7; APPROACH

Wichita/134.8, Wichita/126.7, Wichita/120.6; UNICOM 123.0; CTAF 123.0; FSS

122.65. Charts: Wichita sectional;

low-altitude L6. Notes: Student activity.

Features: Taxis: O T 4 mi 283-2960. Rental

cars: Holstine Motors Inc. 283-1220; Newton

City-County Airport 283-8457; Newton Ford

Lincoln Mercury 282-3450; Wheels Inc.

283-2930. Lodging: Auto Rest Court 4 mi 283-9868; I-35 Inn 2 mi

283-8850; Newell Motel 2 mi 283-4000; Red Coach Motel 2 mi 283-9120;

Super 8 Motel 2 mi 283-7611.

Air Mod: 316/283-9222. Hours: 8 am to 5 pm weekdays.

Butler Avcon: 316/284-2842. Hours: 7 am to 4:30 pm weekdays.

Esper Air, Inc.: 316/283-7886. Hours: 24. Frequency: 123.0.

Executive Aircraft Consulting: 316/283-7375. Hours: 24.

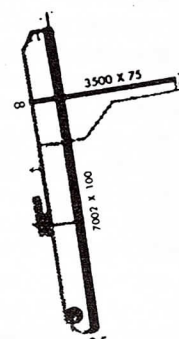
Hesston College Aviation: 316/283-8978, 327-8333. Hours: 8 am to

8 pm. Frequency: 123.3.

RTR Corp.: 316/283-6555. Hours: 8 am to 5 pm weekdays.

Webco Aircraft, Inc.: 316/283-7929. Hours: 8 am to 6 pm Monday thru

Saturday. Frequency: 123.0.



(Mention Ercoupe for special E.O.C. rate)

Rates: 2 beds/2 people = \$35.00

24 hour restaurant in complex.

(Note from Shirley: This motel is 1 week old — very nice. It is 2 miles from the airport on the route to the college so it will have van service. I reserved a block of 40 rooms.)

CAMPING:

Harvey County (East Lake) Park

3 miles East of Airport

316-283-6900

\$7.00 with electricity

\$3.00 in rough

Mid Kansas RV Park

I-135 & K-15 Junction

Newton, KS

316-283-5530

\$11.00/day with hookups.

CAR RENTAL:

Conklin Cars Newton, Newton, Kansas

316-283-1200 ask for Heather.

Fleet includes GEO Metros, Chevrolet Cavaliers, Chevrolet Luminas and Buicks. Some Vans.

Rental rates range from \$17.00 to \$40.00 a day plus mileage — rates vary according to vehicle size.

**BETHEL COLLEGE
OFFICE OF CONFERENCES
SUMMER 1992**

AIR CONDITIONED CONFERENCE HOUSING MEETING ROOMS AND FOOD SERVICE

Warkentin Court is a unique housing setup for college residential living. You will be staying in modular units which are made up of five bedrooms, bath and lobby. This setup will give you the feel of a home atmosphere and will afford you an opportunity to visit without disturbing other guests in your mod. The dining room is a well lighted space with full length windows looking over the campus green which is a tree shaded area. Residential living quarters are one block from the dining area.

Your room will contain a desk, two twin beds already made up (pillow, blanket, sheets), large chest of drawers, and ample closet space. The bathrooms have two sinks, two showers and two toilets for efficient bathing facility for up to nine people. You have two towels, a wash cloth and soap provided. Each room has a telephone in it for your convenience.

alcohol is not allowed

**Bethel College
Office of Conferences**

CONFERENCE ATTENDEES

Return by June 26, 1992

			M	F				M	F
			/	/				/	/
Last Name	First	M.I.				Last Name	First	M.I.	
Address _____			City _____			St _____ Zip _____			
Home Phone () _____			Work Phone () _____						

LODGING INFORMATION (Air Conditioned Rooms)

Desired Room Type: _____ Double rooms _____ Single Room (Limited number of single rooms
(twin beds) (one bed) will be available)

CONFERENCE LODGING NIGHT (Be sure to register early because these facilities fill up early)

<u>Wednesday</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>
July 1	July 2	July 3	July 4	July 5
/ / \$13.16	/ / \$10.53	/ / \$10.53	/ / \$10.53	(No Lodging, checkout 10 a.m.)

(Any first-night arrival is \$13.16, following nights are \$10.53)

EARLY ARRIVALS BEFORE CONFERENCE DATES: _____

(Room assignment will be completed at registration) (Arrival time)

MEALS (Please write the number of meals requested for each day/meal in the box)

Conference Meal Package Below:

<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>
July 2	July 3	July 4	July 5
/ / \$14.00	/ / \$14.00	/ / \$15.50	(No Package)

<u>Single Meals</u>	<u>Thursday</u>	<u>Friday</u>	<u>Saturday</u>	<u>Sunday</u>
Breakfast	/ / \$3.50	/ / \$3.50	/ / \$3.50	/ / \$2.50 (Continental bkfst.
Lunch	/ / \$5.50	/ / \$5.50	/ / \$5.50	available at residence halls)
Dinner	/ / \$6.50	/ / \$6.50	/ / \$7.50 (Banquet)	

Note: Concession stand available each day from 9-4 at airport.

(Please return this form along with \$10 per person non-refundable deposit (failure to show for first meal/lodging night will result in forfeiting of deposit)).

SEND RESERVATION TO: Virgil Penner, director, OFFICE OF CONFERENCES, Bethel College, 300 East 27th St., North Newton, KS 67117

Do not enclose payment for rooms or meal packages. You will pay at the time you check in and pick up your room assignment. Payment must be cash or check. NO CREDIT CARDS ACCEPTED



UNIVAIR AIRCRAFT CORPORATION

PLANT, OFFICES AND WAREHOUSES: 2500 HIMALAYA ROAD, AURORA, CO 80011

TELEPHONE: (303) 375-8882 TELEX: 317327

FAX Number: (303) 375-8888

UNIVAIR

April 6, 1992

Mr. Ed Burkhead
Editor, Coupe Capers
511 West Gift Avenue
Peoria, Illinois 61604-2855

Dear Ed:

P.S. from Univair by FAX: Mr. Stanfield [of Eagleair] is keeping in touch with Steve Dyer at Univair. Mr. Stanfield is keeping his Liberal, Kansas options open while he searches for new financing.

I am writing to bring you and the club up to date regarding the reported transfer of the Ercoupe project from Univair to Eagleair. Regrettably, as of April 1, 1992, no such transfer has or is going to take place. Now some background:

We are contacted several times a year by parties wishing to purchase a Type Certificate. A few years ago we sold the Swift and Taylorcraft TC's and have, in fact, purchased or sold many aircraft type certificates since the halcyon days in the late forties when there were 53 aircraft companies manufacturing two to four place single engine aircraft. As you and many of your members will recall, we've owned the Ercoupe TC(s) twice during its history. What is more important, though, than just owning the piece of paper, is that we support the aircraft with our spare parts manufacturing capability.

A substantial inquiry into purchasing the Ercoupe project materialized in 1990 when we were contacted by two gentlemen from Texas who wished to put an M-10 like aircraft into production. An agreement was signed April 11, 1991 to expire August 31, 1991 with the newly formed entity: Eagleair Aircraft Corporation. Several extensions to the agreement were negotiated. During this period, all of the financing/plant arrangements mentioned in the March Coupe Capers article were taking place. However, according to Eagleair President, H. K. Stanfield, towards the end of March of this year, Paragon Capital Corporation withdrew their support from the project, causing Mr. Stanfield to miss a March 31st deadline with us. Yes, it is possible the sale could come to life again--it seems a waste to lose all the wonderful cooperation and incentives offered by the City of Liberal, Kansas.

Meanwhile (in fact, all through these negotiations) back at Univair it's business as usual. We manufactured, sold and shipped Ercoupe parts and will continue to do so until such time, if ever, that a sale can be completed.

Sincerely,

Janice Marie Dyer, Secretary-Treasurer

(former EOC Director)

WORLD-WIDE MANUFACTURERS AND DISTRIBUTORS OF ERCOUBE AND STINSON PARTS AND ASSEMBLIES.

FAA Repair Station No. VS3R930L - Airframe

Accident in Washington takes life

By Ed Burkhead

Another Ercoupe accident in Washington state has claimed a life.

Newspaper reports sent to us from EOC member Don Bernier gave a pretty muddy and inconclusive account of the accident. Some probable facts can be determined from the newspaper's stories.

Wayne Johnson of Twisp, Wash., was flying in the Ercoupe he owned on Sunday, March 18th, an afternoon with good weather. Johnson, a student pilot, was reportedly in the right seat with Ulrich, an experienced pilot, in the left seat. Presumably, Ulrich was the pilot-in-command since he was the only licensed pilot and there was a passenger. According to reports, Johnson was handling the controls during the flight but the NTSB investigator had, at that time, found no witnesses to confirm that.

The aircraft was reported as doing touch-and-go landings when, upon taking off, it climbed steeply to "150 feet." It then turned left, dropped its nose, and hit a tree top near the runway with its wing. The aircraft crashed about 80-100 feet from the tree.

Both men survived the impact, however fire broke out in the engine and cockpit area. Ulrich escaped the airplane but Johnson did not. Preliminary reports in the newspaper indicate that the fire caused Johnson's death.

Ulrich was reported to have rolled on the ground to extinguish the flames, then walked to meet people who were rushing to the scene. He told them that Johnson was already dead. Ulrich was

initially hospitalized in critical condition with burns over 26 percent of his body, particularly his legs, face, stomach and hands. His condition was upgraded to serious within two days.

There was no initial evidence of any loss of power or medical condition on the part of the pilots causing the accident.

EOC member Don Bernier, who sent us the reports, comments that "The enclosed story may point up another good reason to get that header tank out of the pilot's lap!

"The conversion to the larger wing tanks may be spendy but the advantages outweigh the header tank's location in most Coupes today."

[Editorial: As of the September list of members I have, neither pilot was listed as belonging to the EOC.]

Point number 1: This would probably have been a survivable accident had not fire broken out, presumably as a result of damage to the header tank behind the instrument panel.

Don Bernier's conclusion that the header tanks should be removed should be weighed against the fact that it's darned difficult to have an accident due to fuel mismanagement or fuel pump failure in a Coupe. And, as was pointed out by another member, the wing tanks are in the center section and, if ruptured, the fuel would be right there in the cockpit, anyway.

Skyport's large wing fuel tanks with both engine driven and electric fuel pumps would have a pretty low likelihood of engine failure due to fuel

pump failure, though. And they would still provide a good enough fuel supply to keep the pilots from pushing the limits on range and reserves. I don't know if their materials are particularly resistant to rupture.

An alternative I'd like to see would be development of a header fuel tank that would be reinforced, honeycomb filled, coated and, essentially, bomb proofed while still providing 5-6 gallons of gravity feed fuel.

Let's continue the discussion on whether the header tanks should be removed. Can anyone give us a rigorous analysis of accident probabilities, taking into account fuel pump failure and likelihood of wing tank rupture?

Point number 2: I've seen some of our members "over demonstrating" their coupes by doing zoom type climb outs after a low pass or takeoff, depending on the Coupe's spinproofness to keep them safe.

Please remember that, while the plane should never spin, you may be able to get so slow that the nose drops, the left wing drops, you start a left turn and slow descent without your being able to prevent it.

This is especially true if you are flying at 1400 lbs gross weight or, heaven forbid, more. In my "D" model Coupe, at full gross weight and full up elevator, my plane can turn left as it bobbles and dips its nose, staying level or losing a little altitude. I've tried it (at seven thousand feet).

Think about it before doing those fun zoom climbouts near the ground. Ed.]

By Ed Burkhead

There are two magazines which have printed extensive coverage of Ercoupes, recently.

The editor of *Affordable Flying* magazine stopped by the EOC booth at Sun-N-Fun to tell us that he had 23 pages on the Ercoupe in the spring issue (now on the news stands). I just got a copy of it and it is very well written. I'd recommend that you get a copy to loan to people who'd like to find out about

Coupes.

Affordable Flying is a new quarterly magazine dedicated to low cost aviation. I can't find any subscription information in the magazine so I guess that it is only available at news stands.

Another publication worth loaning out (and definitely reading yourself) is the winter issue of *Sportsman Pilot*. This article was recommended to me by Fred Weick as being well written and informative. Fred thinks highly of the magazine

and its editor (who also edits *Sport Aviation* for the EAA).

Sportsman Pilot seems to be a quarterly publication. Subscriptions are \$8.00 U.S. and \$9.00 for Canada, Mexico and overseas. *Sportsman Pilot*, P.O. Box 2768, Oshkosh, WI 54903-2766.

Editor's note:

Due to production and mailing costs, we've had to drop from 24 pages to 20 pages. We'll try to keep the content level as high as possible.

Thanks to Sun-N-Fun volunteers

Based on information sent by
Joe McCawley
Region 12 Director and
Chairman, EOC Board of Directors
Orlando, Florida

The club's representation at Sun-N-Fun connected with more Coupers and hope-to-be Coupers than ever before. The sign-in sheet at the booth recorded 344 names of people who stopped by to talk to us.

Many were members already. Another large group had friends who owned Coupes and didn't know if those people knew about the club. A large category was of people who are actively interested in Coupes and were interested in the club, advice about

Coupes and help in finding one!

Twenty one people paid new membership dues on the spot and over 200 membership forms were given out. (We ran out of forms!)

We'd like to thank the people who helped staff the booth. Asterisks denote much time spent in the booth. Several others stayed in the booth for a while but we didn't get their names — thanks to all of you.

Frank Glynn ***

Ed Burkhead ***

Jack Compere ***

Ruth & Marvin Dunlap *

Faye & Dale Willis *

Skip Carden

Mark LeRoux **

Fred Weick

Bob Mellinger ***

Joe Linzalone, the former Florida Wing Leader who had a stroke a while back, was able to come by for a little while. He couldn't talk much but he sure enjoyed the fly-in and seeing old friends.

Sun-N-Fun set new records for attendance this year even though it hasn't (yet) lost its small event atmosphere. It's still possible to get a reasonable amount of time talking one-on-one with vendors and the number of people was not a "crush."

On the opening Sunday there were 104,000 in attendance. Overall, for the week, over 300,000 visited the show.

Ercoupe and Cherokee Fly-in Memorial Weekend, May 25-26, 1992 At "RIVER RANCH ACRES" (Dude Ranch)

- ✧ Hanger talk and plane viewing with Fred Weick.
 - ✧ FAA Seminar at the fly-in Sunday, May 24th, at 1:00 p.m.
 - ✧ Takeoff and landing in Cherokee & low wing aircraft with emphasis on retractable gear aircraft.
 - ✧ The new airspace. The new airspace classifications go into effect soon. Don't miss this seminar.
 - ✧ Aviation — the FAA, you & me.
- Your attendance at this Safety Seminar fulfills one of the requirements of the Pilot Proficiency Award Program (Wings Program).
- ✧ Two fine restaurants on ranch, serving breakfast/lunch/dinner.
 - ✧ Paved 4900 ft. strip (122.8 unicom) "No radio required."
 - ✧ Ranch is a large, self-contained, family style dude ranch with fun features that include separate ultralight field, horseback riding, archery, horse-shoes, trap & skeet, golf, swimming, fishing and boating.

All Coupe/Cherokee fans welcome: by plane, car, RV ...

See Miami sectional if flying. If driving, ranch is 65 miles south of Orlando on highway 60, 25 miles east of Lakes Wales. From Sunshine Turnpike, get off at Yeehaw Junction and drive west about 20 miles on Highway 60. Look for large ranch signs.

For fly-in info, call: Harvey Readey 407-356-3223 (day) or 407-855-7886 (evening).

There is a catch! Ranch rooms and RV sites are all but taken memorial weekend so we recommend you plan on staying overnight elsewhere or just visiting for the day. If you feel lucky, you can call 800-654-8575 for ranch room or RV site standby reservations.

Sun-N-Fun was fun and not so-fun

By Ed Burkhead

The problems and joys of Sun-N-Fun '92 are about over. As I write this, I'm sitting in the sun outside the repair shop where my Coupe's left mag is soon to be repaired. The fly-in has been over, now, for three days. With luck, I'll be able to leave Lakeland and start home this afternoon.

All in all, Sun-N-Fun was a good experience. Most of the fun was in the people.

When my plane showed a 100% mag drop on the left mag as I was trying to leave on Saturday, Bob Mellinger helped me try to dry out the mag, but we didn't have any luck.

Mark LeRoux of Upper Marlboro, Maryland, stayed with me from Saturday evening through Tuesday morning, changing his vacation to drive me around. He didn't leave until it looked certain that the repairs would be made and I would be on my way.

The problem was a broken spring for the impulse coupling in the mag. The part was ordered Monday for Tuesday delivery and now, in a couple hours, it should be installed and tested.

"What are friends for?" Mark would ask each time I thanked him for his help. He put effort and caring into helping me that was exceptional — Thanks Mark.

Harvey Readey, the Florida wing leader also offered to help. Thanks to you, too, Harvey.

The mag wasn't the only minor problem on the trip. The thunderstorms that swept over Sun-N-Fun on Friday evening totaled out one plane and damaged three others. My plane didn't mind the storm but my tent didn't fare so well.

During the first storm, I lay inside the dome tent on the upwind side to keep it from blowing away. It did lay down flat and let in enough rain to make a puddle 2-3 inches deep over the entire floor. My clothes, sleeping bag, papers, and self were all soaked.

Between storms, I pulled the poles from the tent so it would lie down flat — then I rode out the next storm sitting in the Ercoupe. (I felt quite safe in the plane — it would take quite a storm to lift my coupe when the trim is set to 140+mph.)

After the second storm blew by, I pulled some things from the wreckage, pulled the tent under the plane and hiked over to Joe McCawley's Winnebago.

Joe put me up for the night and we talked for hours until bed-time.

On Saturday morning, I wrung out the rest of my things and packed for departure. After a couple of hours in the EOC booth, I tried for a 2:30 departure which is when I found the bad mag.

Quite a weekend. It did teach me to test the mags, etc. after arriving at the destination on a trip like this. If I had known that the mag was bad the first day, I would have had no problem getting it fixed before my planned departure. As it was, the \$150 for three extra days of motel living added to the \$146 that it cost to actually do the repairs.

I highly recommend Florida Aero Services at the southeast corner of Lakeland Linder airport for any work you need done at Sun-N-Fun! Hawthorne Aviation on the north side of the field also treated me well.

We had so many volunteers at the booth that Joe McCawley said that he had seen more of Sun-N-Fun this year than ever before (or did he say more than all other times combined — I'm not sure). At any rate, he really appreciated the help.

My problems weren't the only ones had by Ercoupers. Kathy Wilson of Coatesville, Pa., had trouble with her muffler and, I think, some instruments. It was warming to see between three and six Coupers stopping by the booth to look for Kathy because they'd found some portion of the solution to her problems.

Sun-N-Fun was a lot like Oshkosh except that the pace was slower, the place less crowded and the food more expensive than Oshkosh. Recommended!

P.S. I made it home easily. From Lakeland, Fl., to Americus, Ga., on Tuesday afternoon. It only took from 7:30 a.m. (Eastern time) to 3:40 p.m. (Central time) to get from Americus, Ga., to Lacon, Ill., (just north of Peoria) on Wednesday. In spite of everything, it was certainly worth it to fly!

P.P.S. I just talked to Dale Willis. On the way home to Texas, he and his wife Faye had brake failure on their Goodyear brakes as they lost a puck on landing at Baton Rouge, Louisiana. They ran off the end of the runway but there was enough space and they didn't hurt anything. "The FAA was mad at us, though," said Dale. I gave him Skyport's kit number for Cleveland brakes, though. (Serial number 1-812 use kit CLV199-071, \$531.85; Serial numbers 813 through Forneys use kit CLV199-069, \$495.95. Skyport's phone number is on the back page.)

**My clothes,
sleeping bag
and self were
soaked in the
thunderstorm
when the tent
collapsed**

Members letters — let's keep in touch

By Earl A. Benson
938 Sanford
Richland, Wa., 99352
509-943-6209

I already sent you a picture of my Ercoupe flying over Washington state. *[This picture was the cover photo on the April issue. Ed.]*

I cruise about 90 mph at 2400 rpm. I have a C-85-12 engine, just rebuilt, so it only has about 650 hours on it. I have an Escort 200 radio and basic instruments. I painted it in my garage using regular farm machinery enamel on all the metal surfaces and butyrate on the wings which are covered with Ceconite.

Before I bought it, this aircraft sat in a garage in Buckley, Wash., since 1978. The man who had started rebuilding it died. I bought the project in 1991 without engine or prop. I did quite a bit of rebuilding on it. I found an engine out of a Funk and that is the one I am using.

A few of my troubles are keeping the brakes from leaking and making the engine burn auto gas. It seems to vapor lock so I mix auto gas and the expensive real-airplane-gas — then it at least keeps running.

I had the plane rigged by a mechanic and I'm not sure it is correct because on takeoff, it cants a little to the left, then as it picks up speed it straightens out. I can fly hands-off at about 85 to 90 mph.

This plane has no rudder pedals. I have added spacers in the landing gear and that helped takeoff some. I still have the restricting cable on the nose gear. This is the sixth Ercoupe I have owned.

One thing I do immediately after buying a Coupe is to change the nose wheel tire to a 600x6 flat profile Dunlap tire with ridges on the edges to stop nose wheel shimmy. This is the only way I have found that will completely stop shimmy. I think this tire is used on an Ag Cat tail wheel. A picture of my tire is enclosed.

I enjoy receiving the newsletter and look forward to reading the hints.

By Les Slifkin
1316 Loganrita Ave.
Arcadia, Calif., 91106

A distributor, Sentai Dist., Intl., represents a Mexican model company (Pegaso) and is bringing out a plastic 1/48 scale model of the M-10 (PG-0206) and of the ERCO 415-C (PG-0403).

As of now they are slow in coming but if enough folks ask for them, maybe supplies will arrive — interested parties can check with their local hobby shops or call Sentai, 818-886-3113 (in California) and ask!

Hope this stirs some interest.

[Editor's note: At Sun-N-Fun, Skip Carden mentioned that he had heard of the Mexican company's new

production of the models. He's trying to negotiate a large purchase of the model kits for the club — stay tuned. Ed.]

By Joe Kuberka
Great Falls, Mont.

Included is a copy of a patch [for people who get a ride in the Coupe.] It would be nice if you would put an ad in the paper. *[Yes! See the ad in the members' ads section. Ed.]*

I have been doing some flying in the Coupe around Montana. I plan on flying to California at the end of April.

I have a little problem, but I am still too furious to write out the details, but here's the gist of it: having moved to Montana, I needed to find a new A&P or AI for an annual inspection.

I looked in Coupe Capers and found the organization listed an AI in a town only 40 minutes by air from Great Falls. So I called and flew down to meet this person. He seemed nice enough and I thought I could trust him.

Well, Uncle Sam sent me to see the sandman in a KC-135R during desert calm and that was when the annual was due. So I had a friend fly the Coupe to this FBO.

This guy only did two of the five fixes I wanted done on the plane. He kept calling my wife telling her other things that were wrong with the plane and asking if he should fix them. She would relay the calls to me overseas, but what could I do? I needed the plane fixed.

I will relay the details later. To cut this short, I feel he really did very little and charged me \$1450.00 for an annual. By the way, I had to take the plane back to get him to re-fix a couple of items he had fixed.

Is there any way the group can check into A&Ps or CFIs before we endorse them in Coupe Capers?

Well, enough of that problem. Hope to see you at Oshkosh. I will give you all the details there.

[Editor's note: Fortunately, we've received very few complaints about any of the recommended A&Ps, AIs, or CFIs that have been listed. I say very few, but I really don't know of any. These people have been recommended by an individual member or, in some cases, they have been members themselves and have written to us asking to be mentioned to the club.]

Does anyone have any ideas on how to check out these people before listing them? Or is this an isolated problem? Let us know. Ed.]

By K. J. "Casey" Patelski
Costa Mesa, California

...Being wheelchair handicapped, I was very interested in the photos and articles on the side-door access. It gives me encouragement that the Ercoupe could be modified for easy entrance to the cockpit. Please do a

follow up on the door, who did the modification and estimated cost.

[See the note below, Casey. Also, we are still looking for Howard Treadwell's Ercoupe which was pictured on page six of the February issue. Sharing the form 337s for this modification could make Couping much easier for dozens of people. Ed.]

By Mark Brewer, Editor
Oregon Wing Newsletter
P.O. Box 230673
Tigard, Oregon

...Bob Steele has a Coupe that has been altered with a door that hinges at the top of the canopy, with the latch down by the wing root. Seems the longeron is cut at frames C and D. There is a brace at the top of the canopy and the door was once for a paraplegic. *[Maybe this change would be appropriate for others who need easier access to their Coupe. Bob Steele's address is P.O. Box 33, Selma, OR 97538. Ed.]*

By Joseph Fanfarillo
Lee Center, N.Y.

I just finished reading the March, 1992, issue of Coupe Capers and I am impressed, to say the least.

I also own Ercoupe serial number 274 which I've had since 1986. I purchased mine from Jerry Melhaff who is based at Rochester, Wisc., where he builds Decathlons and runs Skyport.

To not bore you, I'll get to the point. I now have the Coupe based on my 1800 ft. strip in up-state N.Y. and on the warmer days it is a bit of a task to get me and a passenger off the short strip at gross.

Mr. Walden *[whose article is on page 9 of the March issue]* has an O-200 engine in his Coupe. Does it now require rudder peddles to counteract the P-factor? You see, at 6'2" and 230 lbs, peddles are a bit tight for me. I'm also interested in the other mods he has done.

Mine is also modified with large baggage compartment, dual fork, Cleveland wheels, converted to a D model (1400 lbs gross), split elevator, metal wings, 85 horsepower engine, Kinney nose bowl, and the auto gas

STC.

I learned about Coupe Capers from M. G. McNeill in Pine Plains, N.Y.

Please send me information on how to get a membership. Thanks.

[Editor's note: Here's an off-the-cuff response to your questions, Joseph.]

My Coupe is a "D" model with 1400 lbs gross weight and an 85 hp engine. I operated for several years from a field that was effectively 1800 ft. long which, fortunately had no obstructions of significance. I did fine there and never used more than 1000 ft. of the runway (except one day with mud and puddles) because my propeller was a 7146 climb propeller.

That means that it is 71 inches long and only takes a 46 inch bite on every turn. It takes off well and climbs well (for a low powered airplane). The penalty is that my top speed at 2400 rpm is only 100 mph.

If you can afford it, the O-200 engine is, by far, the better choice for short field operations. It would give you better climb performance and a slight increase in speed over the 85 hp and normal propeller. There is no requirement to have rudder pedals to have an O-200 engine.

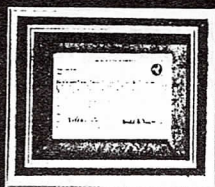
(I can relate to your problem since I'm 6 feet tall and weigh 245 lbs and the rudder pedals on my Coupe make my feet and knees uncomfortable on long cross country flights. I don't think they add significantly to the plane's utility, either.)

Since you have a split elevator, it may be necessary to have your plane get a new type certificate as an "E" model. That's a problem since, according to Bob Mellinger, it takes an FAA inspection and a new annual to make the change. If you are certified as an "E" model, you can't use the STC from Jerry Melhoff's Skyport because it only applies to the "D" model though there may be other parts of his conversion package that would help you. However, there are a few members who have gotten approval for their "E" and later models to use the O-200 on a 337 or one-time-STC type of approval.

In summary, if you can afford an O-200 conversion,

Member Letters

Continued on page 15

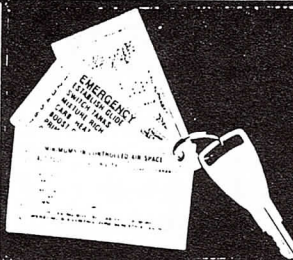


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Hints and tips

Anonymous

On Capers feedback form

Please inform owners of planes prior to serial number 813 that have not converted their mains to Clevelands, the spacers that Dr. Christofferson sells will not work!

Add more hints and tips — **if they are correct!**

By M. C. Schaffer

4301 Vauxhall Road

Richmond, Virginia 23234

804-271-0311

In regard to the inquiry on removing the fuselage tank, please refer to my article about two years ago in the Capers. It gives the complete story and I would be glad to give your reader some more information if he should like.

I highly recommend the procedure, but it's a lot of work unless done in process of a re-build.

(Don't you have an index to previous Caper articles?)
[We don't have an index. If anyone would like to compile one, I'd like to print it. May I suggest that anyone who'd like to compile such an index do it year by year, starting with the most recent year and working backwards. Also, please call me to let me know you are doing it or we may have several people duplicating each other's effort. Ed.]

By Ed Burkhead

At Sun-N-Fun, the neatest product I saw was a recorder / push-to-talk switch. It records the last five minutes of radio talk and, at the tap of a button, allows you to replay the last thing the mumbling controller said to you. Or the thing before the last thing — back for five minutes worth.

The Sun-N-Fun price was, I think, \$250. Regular price is \$295. Call 1-800-321-2FLY for a demo or to order (24

hours a day, 7 days a week).

By John E. Cadman, EOC #7

30 Valley Valls, Rd.

Vernon, CT 06066

I just got my April issue of Coupe Capers and, it being a rainy day, I thought it would be a convenient time to respond or comment on a couple items in this issue. I usually procrastinate to zero.

In reference to the warped Goodyear brake discs — they probably are the thin ones, less than 7/64." These will warp from overheating due to severe braking. Thicker ones do not have that problem. In 1977, I installed stainless steel discs 3/16" thick made by Gary Sanders. They work beautifully — no rust, less wear on the pucks (I used to replace pucks every two years) and NO warping problems. Finally, Good-year brakes require maintenance to keep functioning.

I have a comment regarding the letter from Bill Plante telling of the yoke shaft separating behind the panel. If that was the connection to the universal joint, it should have been a taper pin drilled for castellated nut and cotter key. These should be checked for looseness at each annual.

Lastly: assembling the main gear strut after installing new donuts IS a lot of fun! I made myself a "hydraulic press," so to speak, by fabricating a rectangular "donut" of 2x4s in which I placed the strut with donuts in place on top of a small hydraulic jack. VOILA! A hydraulic press. Then the only tricky part is getting the snap ring in place. But at least it is all compressed so it is feasible.

Best regards, keep up the good work and K.C.F.

[Good notes, John. Please don't procrastinate — keep those technical notes coming in! Ed.]

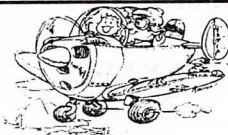
By Jerry Sexton

Belton, South Carolina

When Walter Phillips [see photo and story in this issue] was restoring his Aircoupe, he found corrosion on the bottom spar cap, rear side and it did not start until about three feet from the attach point and went to the end. The entire spar was replaced. This was a metal wing and the corrosion was in an inaccessible area. Check them carefully.

Hints and tips — Continued on page 13

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 newspaper, discounts on parts and accessories and special insurance rates.

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SPECIAL FEATURES: _____

By Ed Burkhead Sun-N-Fun hints and tips

Fly-ins like Sun-N-Fun, the National Convention, the Picnic, and everywhere else that Coupers gather lead to ideas being exchanged. Here are some that I picked up talking to Coupers at Sun-N-Fun. Let's go through the list from the nose backward. I usually didn't have my notepad handy so these are from memory — talk them over with your A&P or AI before doing anything on my say-so.

My nose bowl is from a Cessna — it was suggested that I might get better cooling if I use the official Coupe nose bowl. I've been reluctant to change since, about 10 years ago, there was a problem with the nose bowl backing plates cracking. Does anyone know if that problem is solved?

The propeller: one member had his prop re-pitched to be a climb prop. The engine didn't spin up very well, though. He found that the prop center section was originally a 52 or 53 inch pitch (the original pitch of the whole propeller). Another propeller on the field was tried and worked well — it had a center section pitch that was much flatter. Consider the prop's original shape before repitching it.

Fuel pumps: there is an AD on the pump (not the plane) for inspection of the screen each year. If the screen is reusable, you may only need a new gasket. Some people get gasket and screen material from the parts store and fabricate (cut out) a new one saving a bunch of money.

Fred Weick told a few of us a story about carburetor icing he had on the "jeep" (the Ercoupe prototype/testbed). He didn't understand the icing process, then, and had the heat set half on. The icing they got was severe and they barely missed dropping the plane in (I think) Baltimore harbor. I paid close attention because, at my last annual, the carb heat cable wasn't moving the flap correctly and I might have had a partial heat condition.

I found from hard experience that it is difficult to find a mechanic who is willing to work on Eisemann magnetos. A good solution for the next 50 years of flying my Coupe may be to change to new Slick mags. After all, 45 year old mags are old enough, aren't they? It was recommended that both mags be changed at the same time to the same brand.

Another part of the same lesson was to check the mags before shutting down the engine. If I'd done that, I probably would have found the fault before a week before departure time and not been stuck in a Lakeland motel for an extra three days after everyone else had gone home! (Thanks to Mark LaRoux for staying and driving me around.)

One member said that he had made a new rear window by removing the old one, taking it to a local plastic shop and getting a new one cut to match the size and shape. He warmed the old window and flattened it out over the new one. Using the holes in the old one as a template, he drilled the holes for the new window. It fit, he said, the first time. Quick and easy!

In discussing the merits of removing the header fuel tank, we contemplated the increased risk of accident from fuel pump failure and considered that wing tanks could rupture, dumping fuel into the cockpit. No conclusions.

One non-member told me that he had installed his Ray

Jefferson loran with a 22" bent wire antenna and had good results. The preamplifier that comes with the L-100 and is optional for the PL-99 requires a marine antenna or a bolt to be screwed into the top of it. We aren't going to use an eight foot marine antenna on our Coupes, for sure. I use a bolt to pinch the lead wire from my long-wire antenna.

This man drilled a hole in the bolt, tapped it to make threads that are the same size and pitch as the threads at the bottom of his bent wire antenna. Then he simply screwed his preamplifier right onto the base of the antenna. There are no wires or connectors to attenuate the signals before they get to the preamplifier.

One of our members pointed out that an official loran antenna has a fiberglass case that is about 22 inches long so it conforms to the size of the other aircraft antennas. Inside, however, he says that the conducting wire is much longer and is wound in a spiral so that it will fit.

Between a spirally wound loran antenna and attaching the preamplifier to the base of the antenna, you could get pretty good performance without a long-wire antenna.

I'd also tie off the preamplifier so that if the coupling to the antenna breaks, it can't fall into the control cables.

If anyone tries this, let us know the results.

Several companies were selling new, very low cost replacement strobes.

I found that Telex has a flat-rate overhaul price for their headsets — I need that since both of mine have become non-functional. Write Customer Service Manager, Telex Communications, Inc., 1720 East 14th Street, Glencoe, Minnesota 55336 or call 612-887-5510 for a price list.

There is some thought that a loose elevator trim cable, weak trim tab springs and a bent up-travel restrictor for the trim tab could allow the trim tab to flutter. This flutter could make the elevator flutter and break the tail off the plane. This may have been the cause of that accident in Michigan last September where the tail cone failed and the pilot was thrown from the plane. Check that your hardware is correct.

Daryle Lessard, from Arizona tells me that ten degrees of up travel is allowed for that trim tab. The restrictor on the Ercoupe in the accident allowed 45° of up travel, definitely wrong!

When he does an annual inspection, Daryle moves the trim to the highest speed setting so the trim tab is up against the stop. Then he removes the connector to the trim wire. With the wire disconnected, he can pull the tab downward and let it go, testing the springs. If needed, he will use LPS3 lubricant (the only lubricant allowed on the plane) on the hinge. When the wire is disconnected the tab should stay against the stop and when the wire is reconnected, it should be correctly adjusted.

Finally, I re-learned that even a slow 100 mph Coupe with a climb prop can do good cross country flying. I made it from Americus, Georgia, to Peoria, Illinois, in about nine hours including two fuel stops — even though I made a **BIG** detour around a line of thunderstorms! (I also learned I need a large baggage compartment if I'm going to fly solo and Coupe-camp — that plane was FULL.

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 19th of the month before you'd like it to be listed.

WANTED: Two original style Ercoupe control yokes for a 946 415-C. Dennis Plank, 8155 US 68 N, West Liberty, OH 43357, 513-652-3232 between 7:00 and 5:00. 513-465-6329 after 5:00.

FOR SALE: Ercoupe, C-85-12 engine, 650 SMOH, Escort 200 radio and basic instruments, white with blue trim — shown as cover photo on April issue of Coupe Capers.

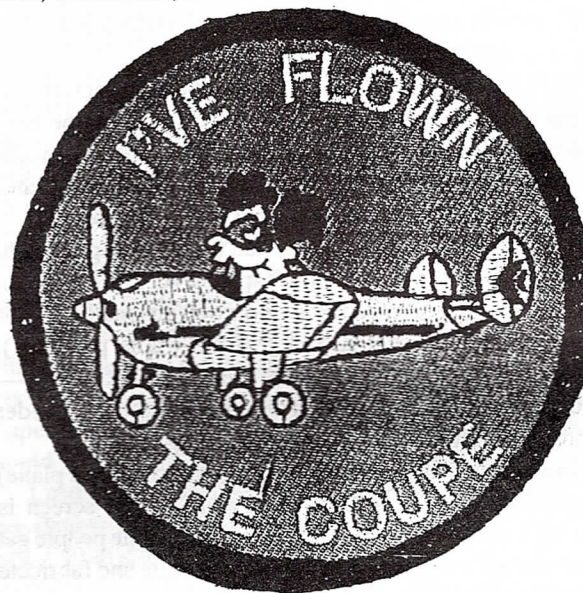
ALSO FOR SALE: Avid Flyer (pictured below), built in 1985 by owner. Earl A. Benson, 938 Sanford, Richland, Washington, 99352, 509-943-6209.



FOR SALE: Ercoupe 415-D, N2784H, Serial number 3409. 1800 hours total on aircraft, 90 since chrome major on Continental C-85-12. Wings metalized by Skyrafter. Recent tires and tubes. New battery, new interior and glass. Rudder pedals. New type instrument panel. Annual just completed (April '92). 720 channel navcom, transponder, encoding altimeter, Sharke ELT, Ray Jefferson loran, works great. Aircraft overall silver with red and black stripes down sides and red with black outline stars on rudders. Asking \$13,000. Contact J. Olin Perritt, M.D., 1907 Legare Ct., Wilmington, N.C. 919-762-0845.

FOR SALE: One McCaulley SCM 7155-1A105 removed from Alon Mooney A2A. \$500.00 firm. Call Tom Crunk, 418 Division St., Mandelern, Il., 60060, 708-949-8387 or 708-356-7579.

FOR SALE: This is a patch I had made for people I give rides to in my Coupe. They seem to enjoy the ride and the patch. I ordered more patches than I will give rides so if anyone is interested in a patch, please drop me a note. The cost is \$10.00 for four patches. Joe Kuberka, 75 Sunloop Lane, Great Falls, MT 59404



WANTED: All cowling parts for 415-C, flat windshield pattern, both wing tanks, battery, modern radios, Cessna seats, landing gear overhaul kits, etc. Please write with prices — all offers will be responded to. Also, all suggestions and advice welcome. Robert Trail, 65 Stillman Hill, Winsted, CT 06098, 203-379-2355.

FOR SALE: All metal right wing. "8" condition. Vertical and horizontal stabilizers "3." 859 Cape Haze Lane, Naples, FL 33942, 813-643-1793.

WANTED: serviceable Beech-Roby or Aeromatic propeller applicable to a C-90. Also, I need a couple of cherry rams horn control wheels for the Alon. Paul W. Sparks, 177 Webster St, Suite A-330, Monterey, CA 93940-3119, 408-649-8715(w), 408-373-0505(h).

FOR SALE: Avid Flyer kit — I have one I took in on trade. Still in the "box" and \$3,000 less than list. I also sell Challengers [ultralights] (for those that may have a medical problem or just want even less expensive fun flying) that can be adapted to floats, skiis, and getting into and out of very small places. Robert D. McDonagh, Ultra Aviation, Inc., 412 Lincoln Avenue, Mt. Morris, MI 48458, 313-686-0252(business) 686-2504(home).

WANTED: Ercoupe, Forney, or Alon. In annual. Cash for best offered. Contact Gerald Thomas, 6272 Adobe Road, 29 Palms, CA 92277. 619-367-9220(office), 619-367-4154(fax), 619-361-1000(home).

Members' Ads

Continued from page 14

FOR SALE: 1947 Ercoupe 415-CD, 85 hp. 1250 hr TT. Excellent condition. New Cleveland brakes, wheels, tires. Ceconite wings, recent Imron paint. Double fork, bubble windshield, Escort 110, Mode C, ELT, auto gas STC. \$9,600. Richard Haigh, 2340 Oak Forest Rd., Buchanan, Mich. 49107. 616-695-2057.

WANTED: Alon or Cadet Aircoupe. Must be in good mechanical condition. Interior and paint not important. Contact Lee Sigloch, 22900 Solo Lane, Columbia, CA 95310, 209-533-4364.

TRADE your beloved Aircoupe and \$7,000 for a '63 Beech 4 place, 135 mph, with 400+ hrs on Matituck overhaul. Mode C. Call evenings Chet Brigs, P.O. Box 1189, Lusby, Md., 20657, 410-326-6597.



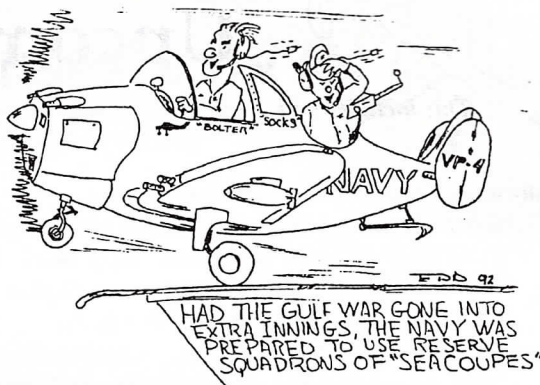
WANTED: Alon A2, Mooney A2-A owned by an unattached lady.

OBJECT: Purchase of aircraft, retrofit to IFR status for extensive and exclusive air travel with said lady. Lady should be able to monitor flight operations and copy IFR clearances for a CFII/CFIM. Please provide TT, SMOH, equipment list, N number and photo of COUPE. Ted Hinckley, 518 S. 4th St., Towanda, PA 18848-1020, 717-265-9714.

WANTED: Retiring elementary school teacher yearns for an all metal Ercoupe in good condition. Preferably in Midwest — no junkers. My sister and I learned to fly in Ercoupe N341 in 1962. Contact Mary Franke, 3336 Boudinot Ave. Cincinnati, OH 45211, 513-232-3717.

WANTED: Ercoupe-Forney-Alon. Have one flying, want a cheap one to rebuild. Might consider other aircraft also. Jim Zimmerman, 12620 16th St. N., Stillwater, MN 55082-1711, 612-436-1662.

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.



Member Letters

Continued from page 11

go for it. The improved performance in short field operations would be the best available. Second choice is to have your propeller repitched to 7148 or 7146, accept the lowered top speed but get greatly improved safety in take-offs. (Note: You may want to get the prop shop to check the current pitch of the thick center section of the prop before repitching it. If the center section is coarsely pitched, over 7150, you might talk the change over with experts before having it done — trading for a different propeller might then be a better idea.)

Keep in touch and welcome to the club. The membership information is already in the mail. Ed.]

By Diane Shankland
Toledo, Ohio

[Responses on the Capers feedback form:] The current format gives budding writers a chance to expound. Photographs: use judgment — you've been tasteful. Not too many Coupers fly nude. More hints and tips (for Terry). With an over abundance of humor people might think of Coupers as Comedians. Wipe those smiles off your faces — flying a Coupe is serious. (Just joking.)

Goodyear brake problem has been blown out of proportion. We do not need to land "hot" and over use the brakes (unless landing in the wrong direction).

By Roger P. Leshner
8360 Woodland Shore Drive
Brighton, Michigan 48116

I could use some 337s (copies) and/or engineering data for the following: rudder pedals, double fork nose gear, bubble windshield and teardrop wingtip navigation lights. These are needed to clean-up missing (lost?) paperwork. FAA Oklahoma sent me all the microfilm on my airplane and explained on the phone that a lot of stuff, across the board for everybody, for quite a few years back in the 60s and 70s was missing.

My mechanic says that if he had supporting documentation, he could probably write-up a 337 to cover it all, stating "work performed by persons unknown."

[Can anybody help him? It could be useful if copies of these 337s could be sent to me at the address on page two. Ed.]

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

Wisconsin, Oshkosh, **May 16th**, Saturday morning (or arrive Friday evening, May 15th. Help polish Father Tom Rowland's Erco Coupe which is on display in the EAA museum. See the flyer in this issue.

Virginia, Richmond, **May 16-17th**, Combined Erco Coupe 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 Wing, Concrete, Wash. **May 16th**, Antique Fly-in.

California/Oregon, Watsonville, Calif. **May 21-25th**, Three Oregon Coupes will go to huge California Antique Airplane Club fly-in and airshow. Anyone interested in joining the trip should contact Dot Slayton, 503-967-1262 or Bob Jordaine 503-639-7429.

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

Pennsylvania, Reading, **June 6-7th**, Sat. 9am-10pm, Sun. 9am-4pm. Mid Atlantic Air Museum World War II Commemorative Weekend, Reading Regional Airport. WWII airfield returns to life with period vehicles,

aircraft, reenactments, etc. "USO" style show with big band music Saturday at 7 p.m. Admission \$5 adults, \$1 children 6-12.

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, See information pages in this issue! Fly-in director: Shirley Brittan, Newton, Ks. 316-284-0145. 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.

National — Oshkosh, Wisconsin, August 4th, Erco Coupe Owners Club Banquet, Tuesday evening, Westhaven Golf Club, 6 p.m., call Shanklands 419-255-2956.

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

California, Apple Valley (APV), **September 6th**, Sunday.

North Central States, **September 12-13th**, All states in flying distance of Baraboo, Wisconsin. Coupe Colorama Campout. Camp on field or use local low-cost motel. Prizes, bus tours of Cirrus aviation, Intl. Crane Foundation and Circus World Museum. Saturday banquet. Pancake breakfast Sunday open to public. Call 715-842-7814 or 612-295-2118 for more information. See flyer in August issue!

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.

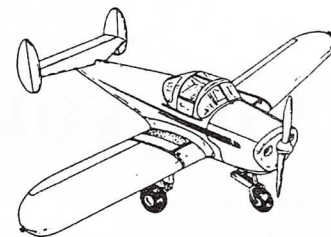
Nevada, North Las Vegas (VGT), **October 23-25th**, Friday-Sunday. All California and Nevada wings. Halloween costume gala.

California, Boonville, **November 1st**, Sunday.

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

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

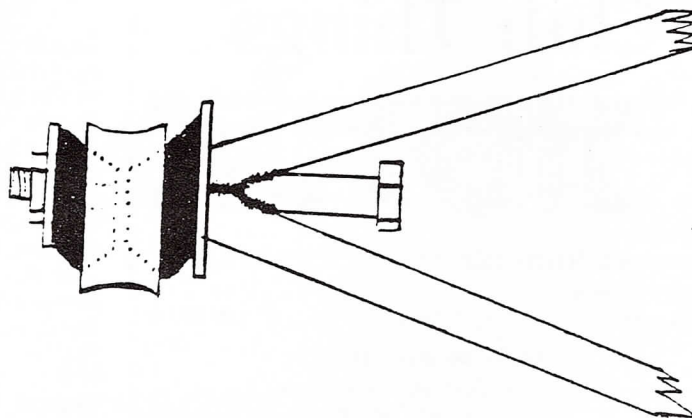
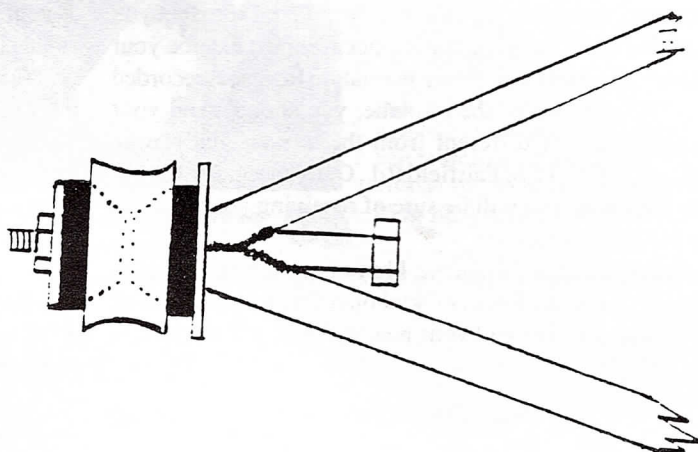
ERCOUPE INSPECTION NOTES



ILLINOIS WING — ERCOUCPE OWNERS CLUB

NUMBER 5

CHECK ENGINE MOUNT PADS FOR DETERIORATION AND SAGGING



DETERIORATED PADS CAUSE:

1. FRONT OF ENGINE TO CHAFE AGAINST NOSE BOWL.
2. VIBRATION IN AIRFRAME DUE TO PADS NOT ABSORBING ENGINE VIBRATION.
3. HIGHER ENGINE TEMPERATURE. AS THE ENGINE DROPS LOWER DUE TO THE SAGGING ENGINE MOUNTS, THE GAP BETWEEN THE COOLING BAFFLES AND THE COWLING WIDENS. THIS ALLOWS AIR TO GO AROUND THE BAFFLES RESULTING IN LESS AIR FOR ENGINE COOLING.

Get your plane's licenses right

By Skip Carden
Executive Director
Ercoupe Owners Club

Well, it seems like I have found a catch 22 on the radio license and the address change on your pilot's license.

I got a call from Mike Arman, saying that he had mailed in the radio license renewal and that it had been returned for lack of the \$35.00 fee. It seems like Uncle needs the \$35.00 to issue or renew your station license.

The FCC is supposed to mail you a 405B form 90-100 days before the station license expires. To be sure that you receive the renewal, your station license must also be your current mailing address. Since the station license is recorded as the "N" number of the airplane, you should send your current address, if different from the one on your station license, to: FCC, 1270 Fairfield Rd., Gettysburg, PA 17325-7245. This way you will be sure of receiving your renewal form in time to renew.

As for your pilot's license, I have been informed that as long as you send the FAA in Oklahoma City a post card with your license number and your new address, it is not neces-

sary to have it on your license.

There is a \$2.00 fee for a new license which would have your correct address on it. Personally, I don't trust a post card as they could say that they never received it. I think that the \$2.00 fee is most reasonable to have an up-to-date license with your current address on it. But, as long as you notify them that you have moved and list the new address, you are perfectly legal!

I just got another call on this matter and have been informed that the San Antonio, Texas, FAA says that, as long as your medical has your current address on it, you are legal, as this is a part of your pilot's license.

If you have moved since your last medical, then you need to notify them of your new address.

Well, I am now thoroughly confused, but I hope that all of the above is correct. As for me, I think that I will send them the \$2.00 for a new license. These two items just illustrate that a ramp check could reveal these discrepancies which could result in a violation being issued to you.

Remember that it pays to be sure that all of your paper work is in order and that you have it on board, just in case someone wants to check you.

Club Things

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Paint Sheets.....	FREE
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Club Directory.....	\$ 1.00 (P.P.)

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 please specify color!)

Tie Tacks.....	\$ 3.75 ea.
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Necklaces.....	\$ 4.50 ea.
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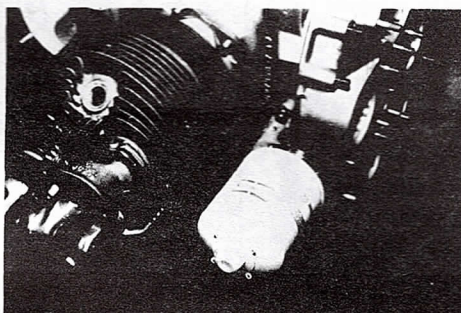
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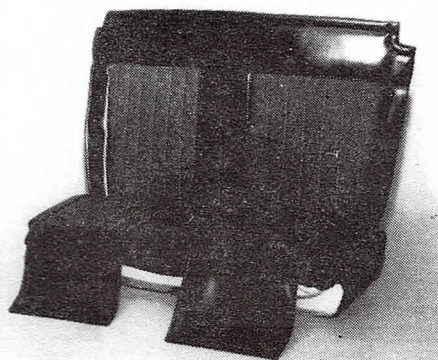
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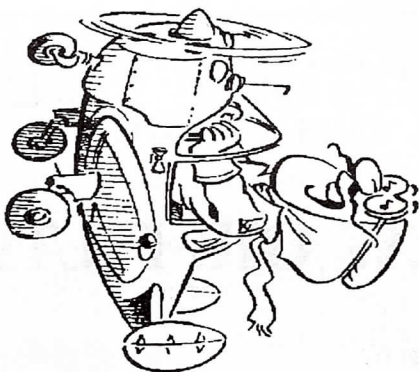


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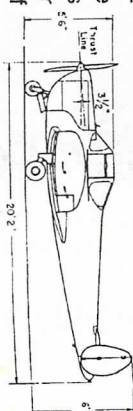
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