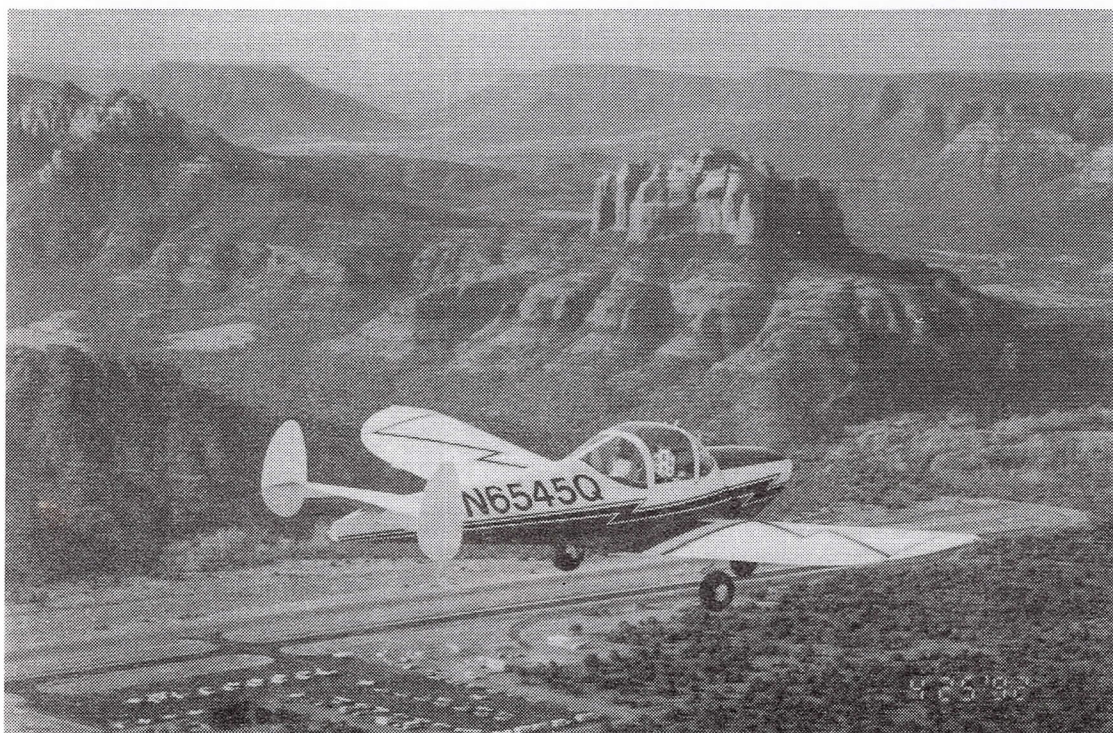
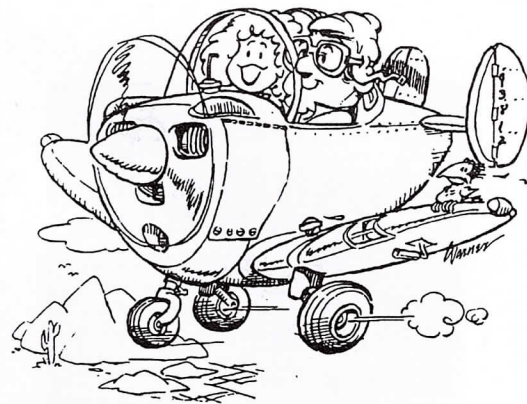


# Coupe Capers

Monthly magazine of the Ercoupe Owners Club June 1992



The Sedona fly-in sponsored by the Arizona Coupe Group was a success with 35 Coupes attending. Sandy Bilewitch of Hesperia, Calif., flies her coupe past the Sedona airport. The view shows the scenery to the northwest of the airport. Photo by Joe Brooks, Palmdale, Calif., photo provided courtesy of Region #7, EOC.

When you look southwest toward the Sedona airport, you can see that the airport is on top of a long skinny mesa well above the surrounding ground level. The city and the surrounding mountains can be seen in the background. The field has enough slope that the AOPA listing suggests landing on runway 03 and taking off on runway 21 when the wind is less than 15 knots. Photo by Daryle Lessard, President, Arizona Coupe Group.





## 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 6, June 1992

COUPE CAPERS is published monthly, 12 times a year, by the Ercoupe Owners Club, P.O. Box 15388, Durham, NC 27704. The membership fee is \$20.00 a year which includes the subscription rate of \$18.00 a year. All rights reserved. Reproduction in whole or in part is prohibited. Application to mail as SECOND CLASS MAIL is pending at Durham, NC 27701. Postmaster, please send a change of address form to: COUPE CAPERS in care of, Ercoupe Owners Club, P.O. Box 15388, Durham, NC 27704. National Headquarters is located at, 3557 Roxboro Road, Durham, NC 27704.

### Subscription changes, Commercial advertising and Club business matters

should be directed to the Ercoupe Owners Club National Headquarters, P.O. Box 15388, 3557 Roxboro Rd., Durham, NC 27704, 919-471-9492.

### Articles, Photographs, Members' advertisements and

Letter submissions are strongly encouraged. Materials should be sent to: Editor, Coupe Capers, 511 W. Gift Ave., Peoria, IL 61604-2855, 309-685-8673. Those with computers may submit long stories on disk. We can use either 5¼ or 3½ inch disks. Wordstar or ASCII formatted files are preferred.

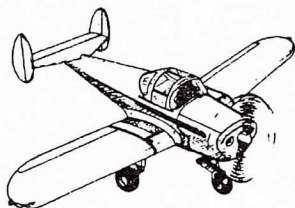
Story deadline: 15th of month preceding.  
Member ad deadline: 19th of month preceding.

The fax machine will answer the phone from Noon-12:30 Central time (other times on request).

**Fax NOT available July 1-August 7th.**

Messages and articles may also be submitted through CompuServe mail to Ed Burkhead 70410,3231.

Editor.....Ed Burkhead



# Overhead

An update from the editor

By Ed Burkhead

It looks like we'll have some good issues of Coupe Capers, this summer. You have the June issue in your hands, now, of course.

The July issue will be mailed before the National Convention and I have articles ready for that issue that won't fit in this one.

The August issue will be special! It will be on "How to buy an Ercoupe!" Last winter, John Wright, Sr., gave me a starter list of things to look for when buying a Coupe. I sent that list to a dozen people I knew who are technically knowledgeable with Coupes. Several of them sent back responses that helped fill in the details of an article called "Coupe pre-purchase inspection." Now, I'm compiling the responses together into a single document.

For the August issue, we'll have two Currency Corners. One will be on "How to fly the Coupe." The second will be on "What you need to know to teach flying in a Coupe." The first for the owner and the second is for your instructor if you, your spouse or kid is a student pilot or when you go for a biennial flight review.

There will be an article describing the different models of the Coupe and their features. A final article will tell about after-market improvements such as replacement instrument panels, large baggage compartments, speed modifications and more.

**The August issue will include advertisements.** We don't want to delay you if you are buying or selling stuff. **We will have upcoming events section so do send in event notices.** If there's a space shortage in August, then we won't have page size event flyers — so read the upcoming event page carefully. We also won't have letters, personality stories, etc. in the August issue. It'll be a keeper, on a single subject: How to buy, fly, and maintain Coupes. Keep it, copy it and pass out copies to potential Coupes.

If you have an article or contribution to the "How to..." issue, please write it and send it to me quickly! I'm working on the issue as you read this.

The choice of August for production of this issue comes from the fact that I'll spend most of July on active duty for the Army Reserve. They've agreed to let me show up a day late for training (in Oklahoma) so I can attend the National Convention. After the army time, I plan to be at Oshkosh for a week.

I will be producing the August issue in June **except for the advertisement pages!** Karen will mail or fax the advertisements to me in Wisconsin and I'll produce those pages and mail them off from there. **As always, have the advertisements to me at my regular address by the 19th of the month!**

**The fax will be off-line from July 1 — August 7!** The fax is attached to my portable computer and that will be with me on my travels. Similarly, I won't be able to answer the phone during that period.

Between our National and Oshkosh, we'll have some good stuff for the September issue which will include reports on both events.

For the next few months, please, keep sending your technical hints and tips — we never have enough of those. **Hold on to your personality stories for the next three months, though — I have a backlog of these.** We will run all the other types of stories for July, September and onward.

Thanks for all your support in sending articles, stories, letters, hints and tips, event notices, comments and corrections and everything else! Thanks, especially, to our regular contributors. Please, all of you, send us your contributions to Couping!

A last note: please send us notices of events EARLY! Send them directly to me in Illinois! I'm afraid we missed notifying members of the "Second Annual Ercoupe Fly-in and ERCO Day" for all Ercoupe owners or lover, ERCO employees, etc. which seems to have been held May 30. The notice went to Skip and didn't get to us before deadline for the May issue. (Deadline was 19th of the month before.) Sorry. We hope they got good turnout anyway. Those of you on the East Coast, please note this event on your 1993 calendar early. We'll put the date in the Capers when we receive it.



# Coupe Currency Corner

By Ron Kerlin  
CFI, ATP

It's not often that I like to repeat a subject, but because of the recent Coupe fatalities, I think that, perhaps, a further discussion of the FAA Wings Safety program is in order.

The Wings program initially began as a recurrent training program that rewarded the pilot with a large safety pin that closely resembled pins of the type used on baby diapers.

Needless to say, this was not the type of recognition that many individuals wished to display on their lapels. The understandable result was that the program had few participants. In 1987, the program was restructured under Advisory Circular 61-91E, Pilot Proficiency Award Program.

Basically, the program established six levels of training. Each level is completed by attending an FAA Accident Prevention Program Safety Seminar, often held at nearby FBOs, and by completing one hour of air work dual, one hour of instrument dual and one hour of patterns and landing dual.

Each level of training must be completed within 12 months.

The dual training does not need to be taken with an FAA inspector. You may fly with the instructor of your choice. It is also not necessary to fly with the same instructor for all three hours.

In 1990, a change was made to FAR part 61 that allowed the completion of a Wings level to be counted as a Biennial Flight Review. Think of it! No more BFRs! You may also practice the maneuvers that you are rusty in, as the program is designed to be dual instruction, NOT a flight check.

The contents of the three phases are determined by you and your instructor, not by the FAA.

Following the completion of each phase, your friendly FISDO (FAA) Safety Counselor will send you a cer-

tificate of completion and a very attractive set of wings to wear in your lapel or on your cap.

Although the FAA takes considerable flack for some of their overbearing, bureaucratic practices, the Wings phases are one of the best airman education programs ever established for the general aviation pilot.

Wings allows the general aviation pilot to participate in a regular, enjoyable type of recurrent training program similar to that provided for airline, corporate and military pilots. The bottom line to all of this is that it works!!

Our FISDO reports that Wings participants are involved in 80% fewer accidents and incidents than are non-participants.

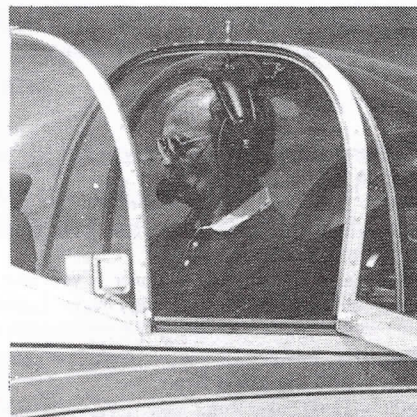
From a dollar and cents standpoint, many insurance companies are willing to offer a discount on aircraft insurance if the pilot participates in a regular recurrent training program.

I am planning to query our group carrier to see if they are willing to offer any type of discount for participation in Wings.

Above all, your instructor should make participation enjoyable and you should learn something of value. Otherwise, there is little incentive to participate.

Here's hoping you will choose to sharpen your skills in a program that will reward you with increased proficiency as well as with an attractive set of Wings that are paid for by your tax dollar!!

**FLY SAFE AND STAY SHARP!**  
*Coupe Currency Corner is written*



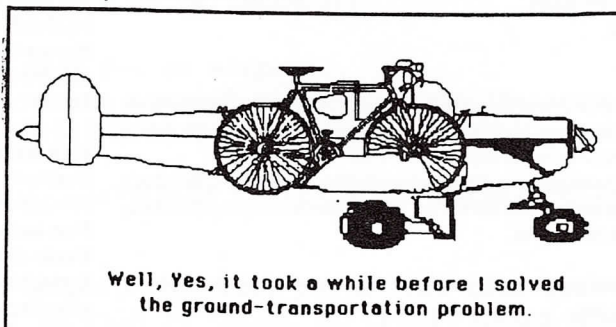
by E.O.C. member Ron Kerlin. Ron is an ATP rated Gold Seal flight instructor. He welcomes your comments and requests for topics and also welcomes your questions regarding anything of a training or regulatory nature. He can be contacted at:

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 calls collect. If he does return your call on his own bill, it would be helpful for you to then hang up and call him back.

Ron's help and advice is appreciated! We should try to avoid it being a financial burden to him. Ed.]



Well, Yes, it took a while before I solved the ground-transportation problem.



# National Convention — 1992

## Newton, Kansas, July 1-5

Chairman: Shirley Brittain, 316-284-0145  
Co-Chairman: Al Teters, 913-780-6382

Registration \$18/pilot, \$18/co-pilot.

### Wednesday, July 1st. Arrival day.

Aircraft judging until 5:00 Friday.

8:00 — 5:00 Registration/transportation.

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

Leave from the airport.

Food available at airport 9-4, 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 or airport).

1:00 — 2:30 Pinch hitter course for non-pilots to learn flying basics for emergencies. Kay Alley, Wichita 99s. **If any flight instructors would like to give (or sell) air instruction time for pinch hitters, call Shirley.**

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.

11:00 — (1st Bus) Leave for Cosmosphere & Space Center (in Hutchinson) fly or drive. Bus will leave from airport.

11:30 — 12:30 Lunch (dorm or airport).

1:00 — (2nd Bus) Leave for Cosmosphere & Space Center (in Hutchinson) fly or drive.

5:30 — 6:30 Picnic — court yard on campus. (Catered by college dining service. This is the Friday evening meal from college.)

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).

4:00 — B-1 Bomber fly-by at airport.

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. (Food will be available at the airport from 9-4.)

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

Motel residents and campers may send select food service from the dorms by specifying meals only.

### 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.

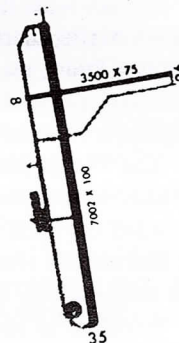
Hesston College Aviation: 316/283-8978, 327-8333. Hours: 8 am to

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.



### MOTEL:

Days Inn

105 Manchester

Corner of 1st St. & I-135

Newton, KS 67114

316-283-3330

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

Rates: 2 beds/2 people = \$35.00 + tax

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

316-283-1220 ask for Heather.

Fleet includes GEO Metros, Chevrolet Cavaliers, Chevrolet Lumina and Buicks and 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



# Sedona Wingding

is a big success (Isn't it always?)

By Daryle Lessard

Outgoing President, Arizona Coupe Group  
and Jo An Cooper

Outgoing Regional Director

April 24th through 26th at Sedona Arizona was a fun regional fly-in for Coupers again this year.

On Thursday the 23rd, Fred Weick arrived at Phoenix's Sky Harbor airport and was met by Jesse and Carol Wright who drove him to Deer Valley Airport. Then Jesse and Fred flew Jesse's Coupe north to Sedona, a distance of 100 miles.

We had reserved a room for Fred with a magnificent view of the Red Rock Canyons and provided him with an electric cart so that he could move around and view all the Coupes on display.

On Friday, Coupes began arriving from as far away as Arlington, Wash. The California, Nevada, Utah, New Mexico, Colorado and Arizona groups arrived during the day. All told, we had 35 Coupes registered plus other modes: experimentals, Cherokees, Pipers, Stinson, Messerschmidt, and wheel-only vehicles.

On Friday night, we held a party on the lawn by the pool at Sky Ranch Motel, adjacent to the airport. Lots of food, drinks and Coupe talk that night. Our thanks to the Avises, Oglesbees and Jim Marshall for letting us commandeer their rooms for the party.

Saturday morning at 9:00, pilots were briefed for the spot landing contest at Cottonwood Airport 20 miles south and planes departed at 9:15. At 11:00, judging was started for the many awards available. Saturday afternoon, we held a technical seminar with Fred and Daryle as facilitators.

The winners of the judging were: Best Ercoupe — Jack Compere; Forney — Gary Dallugge; Alon — Ed Bilewitch; Mooney M-10 — we're still waiting?; Exterior — Les Slifkin & Mike Stalker; Interior — Sandi Bilewitch; Most Modified — Daryle Lessard; Most Original — Mary Lou



Gunson; T.L.C. — Fred and Jo An Cooper. We had two awards on the spot landing contest: Closest — Randy Middleton and the "Ahh Sh\_t" award went to Herb Williams. The Peoples Choice Award (best explained as the plane that you would like to take home with you if you could without going to jail) went to "Little Bit" and her owner Mary Lou Gunson.

On Saturday night, we had the awards banquet at the El Mediterranean in Sedona. Our speaker was Dan Lupin, financial advisor for Embry Riddle School of Aeronautics in Prescott, Ariz. Dan gave a fine speech on aviation and the Ercoupe's contribution to aviation. Fred was awarded a blown glass Coupe by Jo An Cooper.

Sunday morning was a real treat for me (Daryle). I flew Fred back to Glendale airport, my home base. I felt a great honor flying with Fred, the inventor of this beautiful flying machine. Fred flew about 50 miles of the trip and his talent at holding altitude and heading was very obvious. We never varied over 20 feet in altitude and the flight was as smooth as glass. After landing at Glendale, I drove Fred to my home for a short rest, then to Sky Harbor to catch his flight.

We wish to thank the folks that attended this year's Arizona Wingding, and especially Fred Weick for making the special effort to travel across the country to meet the Coupers. The Arizona Coupe Group's volunteer efforts made this a really joyful event. We hope everyone had a great time and we plan to do it again next year.

.....

By Jo An Cooper

**Thanks for coming to:** Wade and Judy Warren, Joice and Jim Moore, Sid Knight and John Dusenberry from Washington State; Lloyd Boatman, Ros Hawks and Dean Larson, and Mary Lou Gunson from Colorado; Opal Walker and Clara Bohanon, Niels Borch, Wayne and Mary Kay Bongiani from New Mexico; Max DouBrava and Jim Marshall, Ross and Niel Oglesbee, and Don Perry and Sandy Collier from Nevada; California entourage consisting of Joe Brooks, Gary Dallugge, Jack and Marie Compere, our Polish Princes Sandi Bilewitch, my Polish Prince Ed

Bilewitch, Les Benis and Connie Hall, Region 7 Director Zig Dawid, Charlie Eck and Jeff Harnois, Paul Hamilton, Roger and Jamie Koach and Jamie's sister Marty Barrington (Sun City, Az.), Randy Middleton and Larry Casner, our Grandfather of Ercoupes Wayne and Evelyn Olson, David and Mary Jo Rado, Les Slifkin and Mike Stalker, Bruce Athielbar; Yellow Springs, Ohio's, Jim Allison, and Arizona is claiming the Avises (Ron and Marguerite plus Marguerite's Mom and sister.

It takes a lot of work to put this together. Thanks for the leadership of

Jesse Wright and his roommate Carol and all the members of the Arizona Coupe Group — Waldens, Duvanel, Duvals, Dursts, Jewetts, Morices, Prices, Williams, Johnsons, Walkers, Eppersons and their daughter Shelly visiting from Germany, Larry Rhodes, Barbara Moran and Richard Fabsitz, our newest member (and taxi driver) Bob Girdley, Daryle Lessard, Ramona and our new regional director Tim Yoder, Chris Arvil, Sterling Zeiders, Perry Daniel, Armond Kaloust and the infamous Coopers. It would have been difficult putting this together without all of you. THANK YOU.



# Skyport responds to member complaints

By Ed Burkhead

In the last month or two, Skip has received a few complaints about support received, or not received, from Skyport.

At Skip's request, I called Skyport and talked the situation over with Jerry Mehlhaff, Skyport's owner.

Though I didn't have hard specifics about the complaints (most of them came to Skip by phone), my discussion with Jerry seemed to cover the situations described to me by Skip.

One complaint was that a member ordered a large instrument panel blank from Skyport and couldn't get a sample form 337 to guide his mechanic in filling out their own form 337. Jerry pointed out that this was, simply, a piece of metal for mechanic to use when making the change. It wasn't an STCd kit to make the change and that an STC wasn't necessary for this change.

Jerry mentioned a couple of other instances that have happened recently (which correlate to the complaints we've received). One Couper had some Kenney part, either a nose bowl or wheel pants, on his Coupe for which the paperwork had never been done. Another had a large baggage compartment with a similar lack of paperwork.

At an annual inspection, diligent

mechanics had found the lack of legality in the modification and insisted that the formalities be completed.

When these Coupers contacted Skyport, they couldn't establish that the kits had ever been purchased from Skyport. It's not just that they've lost their proof of purchase paperwork.

**The problem arises in that someone is making knock-off copies of these parts, according to Jerry. Thus, he's being asked to provide the paperwork support, and incur the liability risk, for products that he didn't sell.** This is an especially common problem with large baggage compartments.

Jerry has every invoice from Skyport from the years that he's owned the company and some from the years Bob German owned Skyport. He doesn't have invoices from Dave Kenney's business which he bought about six years ago.

If the kit was purchased from Skyport, the Couper can simply tell Jerry's staff who the previous owner(s) were and the proof of purchase can be looked up. If the parts are thought to have been purchased from Dave Kenney, some documentation is necessary, such as a receipt.

Some of the responsibility goes to us, as owners, to be sure that kits installed in our planes are legally made

with whatever Parts Manufacturing Authority is necessary. The owner of the STC for those kits should have the correct PMA. Back-lot fabricators would not.

If you've got an improvement kit that was home made, check the paperwork. If you've got an improvement that was bought from a regular supplier, make sure you've got the correct paperwork.

## Parts availability

When we discussed general availability of parts, Jerry said that he's having difficulty getting some of the parts that are not manufactured by his shop. Many regular replacement parts must be bought from Univair. There haven't been many recent changes from the prices in his catalog. Also, Skyport's supply of used parts is getting quite low for certain items. **Skyport will buy many used Coupe parts. If you have some to sell, give them a call.**

I asked Jerry about one item that has come up in discussion several times recently: split elevators. He said that a little while back, they had several elevators in stock so re-skinning one to be a split elevator was no problem. Right now, the stock is just about gone — but re-skinning an elevator sent to them is no problem. The necessary prerequisite is that the main spar in the elevator be in top condition.

## Museum needs help

By Ed Burkhead

Mid Atlantic Air Museum has been donated an Ercoupe by Leonard Page. The plane is not flyable and they need help getting it from Arkansas to Reading, Pennsylvania.

If possible, they'd appreciate getting the transportation free.

Are any of you passing by Arkansas on the way to somewhere near Pennsylvania?

Is there anyone who has an Ercoupe trailer they'd loan to the project?

If so, please contact me or Russ Strine, Mid-Atlantic Air Museum, R.D. 9 Box 9381, Reading, PA 19605, 215-372-7333.

## Group Oshkosh arrival?

By Ed Burkhead

The city of Aurora, Illinois, wrote us to solicit the use of their airport as a staging area for any type club that wants to make a group fly-in to Oshkosh.

Does anyone want to organize such a thing? If so, write or call me before June 15th so we can put notification in the Capers. If more than one group volunteers, I'll put you in touch with each other so you can combine efforts.

I'll never forget the mass fly-in we made to Oshkosh after the Cable, Wisconsin, national convention. Wow, that was exciting, but we all survived (I had doubt there for a few minutes!) and it was the FAA's fault, not the organizers'.



# Kansas Area fly-in

## Harold Krier Memorial Fly-in and Airshow

**Submitted by Jim Hensley**  
**Box 831 Ashland, Ks., 67831**  
**EOC member and fly-in chairman**

Ercoupers are particularly invited to the fly-in on July 17-19, 1992 at Harold Krier field at Ashland, Ks.

Over 40 type clubs have been invited. Free admission if you fly in. Free camping at the airport. For \$10/person/day you can stay in barracks at local Church camp. (If you want to stay in the barracks, call me at 316-635-2170.)

Last year 12 Coupes, 122 planes and between 1500 and 2500 people attended the three day event.

Confederate Air Force will be there from Enid, OK., with C-45 that belonged to Gen. Ira Eaker. There will be some contemporary military displays, tandem parachute jumping all three days and professional precision skydiving team from Lyons, Ks., (The Oz parachute club.) Pioneer/Krier Museum will be open all day each day.

Friday, July 17th, is American Classic fly-in. Bring your own tie downs. There will be trophies for youngest, oldest, and longest distance.

Saturday, July 18th, 2:00 p.m. all of Harold Krier's planes will fly in two hour airshow. The planes will be flown by Peterson-Krier All American Airshows. The field will be closed from about 2-4:30 p.m.

Sunday, at 2:00, there will be a

radio control plane fly-in. The airport will stay open during this event.

Runways are 14/32 and 02/20. Both are 3200x300 grass (runway 32 is right hand traffic.) Don't land on a runway if planes are parked on it and "X" is on runway. Field altitude is 1951 ft. and pattern is 800 agl. CTAF & unicom are 122.8.

### Harold's Ercoupe

Harold Krier was one of the greatest aerobatic pilots this country has ever produced. He represented the U.S. Aerobatic Team in 1966-67-68 and literally won about everything every aerobatic pilot wants to win.

Harold was only an Ercoupe owner for a short time. He bought a Coupe in 1954 to use for flight instruction and personal use. It needed quite a bit of work before it would be ready to fly.

Harold's brother remembers having fun zipping back and forth down the runway in the Coupe before the wings were installed.

The plane was unveiled on a Friday. That Sunday, after Mass, Harold went to the airport to fly the Coupe but it wasn't there. At first, he wasn't concerned because he thought one of his friends was out flying it. When it hadn't returned after three hours, he became concerned. He called everyone he knew thinking someone must have hidden it as a practical joke. They all denied the crime so a search was

started.

After an aerial search failed that afternoon, Harold called the local radio station pleading for his missing Coupe. One can just imagine the bedlam that announcement must have created in Garden City, Kansas. It must have been like someone stealing a B-1 today.

Harold stood by, at the airport, waiting for the phone to ring and an hour later it did. A local cab driver called and told Harold that he had transported a very drunk man to the airport earlier that morning and the old guy said he was a friend of Harold's and he was going to fly that airplane sitting out there on the tie down.

Harold, however, hadn't any intentions of flying anyone that day. Apparently, the old guy got bored and decided that he could fly the plane. It seems the old guy got the plane in the air but he couldn't return it.

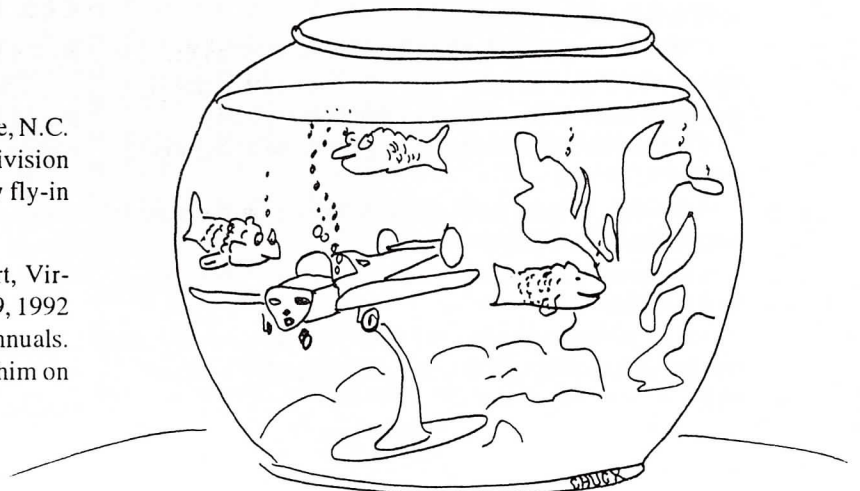
It was three weeks later that a local rancher found the plane in a fence line, 25 miles south of Garden City, buried in the sand with the old guy, who had died in the crash, still in it. The old guy still had a half pint of booze in his pocket.

It certainly isn't a pleasant story, but every Coupe owner needs to know that the greatest aerobatic pilot in this country once owned a Coupe.

## It's nice to know...

Congratulations to Londees Davis, Jr., of Huntersville, N.C. for winning the award as best Classic in the 66-85 hp division with his plane N87374 at the Camden, N.C., two-day fly-in in the fall of 1991.

David Yates, AI, Standard Aviation, Grundy Airport, Virginia, (GDY), southwest corner of VA, 703-935-5119, 1992 base fee for annual is \$200 and will do user assisted annuals. Bill Thompson, A&P and EOC member works with him on Coupes.







After being awarded the Fred E. Weick Scholarship, Lisa Combs, a student at Embry-Riddle Aeronautical University is photographed with Fred and Dorothy Weick and the Dean of Engineering of Embry-Riddle. This photo was taken last fall.

# First Weick scholarship given

By Ed Burkhead

The Fred E. Weick Scholarship Fund awarded its first scholarship during the 1991-92 school year to an outstanding student at Embry-Riddle Aeronautical University.

Lisa Combs of Cuyahoga Falls, Ohio, was awarded the scholarship in a ceremony last fall which was attended by both Fred and Dorothy Weick. Fred said at Sun-N-Fun that he was very impressed with her.

This was Lisa's Junior year at Embry-Riddle where she is majoring in Aerospace Engineering. She currently has a grade point average of 3.453 on a scale of 4 while taking tough courses.

In her scholarship application, she indicated that she wanted to pursue a commission in the Air Force and continue working toward her masters and doctorate degrees in engineering. "I want mankind to go to the stars," she wrote.

As additional activities, she is a member of Omicron Delta Kappa, a national honor society, and Sigma Gamma Tau, an engineering honor society. She is listed in the "Who's Who in American Colleges and Universities." Finally, she competed for, and won a position on Embry-Riddle's "Orientation Team," for which only the best are selected.

Congratulations, Lisa.

## Great advice available

By Michael A. Nichols  
Livermore, California

I would like the club to know that Mark Huesdens, formerly known as "Mark" of Skyport, is available for advice once again. His number (in Wisconsin) is 414-878-4891.

When I bought my Coupe, I set about a reconstruction and bought at least one of everything from Mark at Skyport. My experience with Mark, except for the one time I saw him at the Nationals at Minden, Nev., has all been by phone.

The main reason I dealt with Skyport was Mark's ability (he is an A&P) to simplify the installation process of the many kits I bought. He is so knowledgeable that he could sit in Wisconsin and explain and visualize what I needed to do in California. I am not an A&P, but with his help I was able to do almost everything.

For those that don't know him; he is quite inventive. He designed the Skyport 30 gal. fuel system. He is working on his own Coupe right now with a Lycoming O-235 engine, a new sloped windshield, new two-piece fiberglass cowlings and many other innovations.

He has always been able to get me impossible-to-find parts or point me to someone who has them. If you need help, parts or advice, I recommend you give Mark a call. But, please, don't tie up the line too long because I am sure I will still need to get through.

*[Mark called me this month to tell me that he is happy to help Coupers who call. It's best to call in the evenings and on weekends.]*

*Mark said his pet peeve is the old nose gear steering ball which should have been, long ago, replaced with a bolt assembly [a part that's available from Skyport]. Mark estimates that three to four airplanes are still damaged each year from the old steering ball breaking. Ed.]*



# Members letters — let's keep in touch

By Carol Sanders

I found the enclosed obituary in the Fort Worth paper. I didn't know the gentleman and don't know if the club keeps track of former Ercoupe test pilots.

**Ted J. Waggy of Lewisville, a retired test pilot, died Saturday [about December 26th], at a Lewisville hospital. He was 83.**

**Mr. Waggy was born in Franklin W.V. He was an Army Air Forces veteran of World War II. He served as a pilot and became a second lieutenant. He was a retired test pilot for Ercoupe and worked for several years at Addison Airport.**

**Survivors include: Wife, Virginia Waggy of Lewisville, two sons, three daughters, a brother and seven grandchildren.**

By Gene Martin

**Army Air Aces**

**Military mock up display, airshow formation flying**

**Box 186, Plainfield, IL 60544**

**708-759-7464**

I made a movie with Tom Selleck in June of 1991 at Clow airport in Plainfield, Ill.

The movie is named *Folks*. The producers hired all four of my Ercoupes to be in it as background for some of the scenes at the airport.

The movie is a comedy involving an old man losing his memory, his son, an aerial chase scene in a TCA (not involving the Ercoupes) and more.

I've been doing a lot of formation flying at airshows and fly-ins. I plan to be at the Chili lunch at Lacon, Ill. on the 6th of June.

See you there.

By Jim McGill

**404 Alabama Road**

**Towson, Maryland 21204**

**410-337-0693 evenings & weekends**

I am solicitation aircraft for static display at the 1992 Chesapeake Air Show and Seafood Festival to be held October 2nd and 3rd. This is a highly successful show that drew more than 20,000 visitors to Martin State Airport in Maryland last year.

Part of our success has been our ability to present an extensive display of classic military and civil aircraft for viewing by the public. As a pilot, the Ercoupe has long been a personal favorite of mine. Additionally, the airplane is clearly unique in design and appearance to both the experienced aviator and the general public.

I am interested in bringing a classic Ercoupe to the show and would appreciate your assistance in contacting an owner/exhibitor in the area who might be interested in participating.

*[As Bill Coons of Lombard, Ill., says, showing off your Coupe at fly-ins and airshows boosts both Couping and aviation! Bill showed his Coupe at several events last year but Maryland is out of his circle of operations. Please, several of you, give Jim a call. Ed.]*

By Marvin and Ruth Dunlap

**8181 East M-36**

**Whitmore Lake, MI 48189**

**313-231-3392**

**OUR THANKS** to the people who put the Dunlap name in for Region #6 (West) Director and those who voted for us. *[Editor's note: At Jon Hiles' request, the final date of the election was set to be May 27th by Skip. Therefore we don't have the official results, yet. Stay tuned for results. Ed.]*

I say "us" because Ruth is my secretary and right hand as I would rather get my head into the plane for trouble-shooting problems, etc., and to fly the Coupes rather than trying to remember things, take notes and chase down parts and information.

You people made us stop and think as to what it takes to keep this organization going the very best we know how. Both Ruth and I feel that the Coupe Capers plays a major part to get as much information to the people as possible, especially maintenance information. The fly-ins, air shows and dawn patrols are also just as important in that they keep us in contact with each other to swap ideas regarding our planes. **Anything to keep these birds going and to have "FUN" doing it!**

To list these get togethers for all states is, of course, too much for Ed, so it falls to regional directors and wing leaders. We are currently getting together a list of Dawn Patrols, etc., from MI, IN and OH and hop to get it out by the 15th of May with the help of the Kerlins of IN and the Straights of OH. We would also print anything from neighboring states if we had it as we all know the Coupe is a good cross country bird.

Give us a call if you are in our area and we can probably let you know what is happening at the airports.

We did a total of 28 hours tach time on our Coupe going to Sun-N-Fun and coming back by way of Missouri for some catfish (family style) with the Dunlap clan. We will give a bit of mention to the LaDucs who flew from Montana to Sun-N-Fun and enjoyed the catfish with the Dunlaps in Missouri, but only a bit, because they weren't flying their Ercoupe. They had left it at home in favor of a 172 with the extra room.

I wonder if Sun-N-Fun had a jinx on mags, Ed? We got almost home (within 20 minutes) and discovered a problem with the left mag. Isn't it great that there are two of those babies?

After coming across all those states, leaving 70 & 80 degree weather to come into Michigan to 32 degrees, we were definitely suffering Coupe lag. We left the trouble-shooting for the next day and a thicker coat (and maybe even long-johns). I found that the mag switch was not making contact all the time (which turned out to be dirty contacts) and a gear was chewed up in the left mag. When checking the mags, the engine would sometimes die when I switched to the bad mag.

The rotor had failed which allowed the rotor gear to wobble and chewed the teeth of the fiber gear.

The bird is in great shape now, has had an oil change and we are ready to go if the winds and rains would quit.

**ERCOUPE FOUR** is coming along very slowly (it seems).



Our son, Lloyd still has his "Lancair" in the building next to our house, the space which we need once we get started in a big way.

Some parts have been taken off, beat blasted and are ready to be plated. Some aluminum stock has been purchased and parts machined. We are anxious to start work on the tail section and wings — but all the jobs need to be done so we are not idle. Anyone is welcome to come to see it and talk.

**THE SHANKLANDS OF TOLEDO** who have that ice cream shop with 40 luscious flavors are on their way to dressing up their entryway in the best way possible. They have some 11x17 colored pictures of Ercoupes and owners mounted there. Can you imagine anything better than eating a jamoca fudge ice-cream while looking at Ercoupes?? If you are interested in adding your Coupe to this entryway, please send \$3.50 (for the copying) and a good colored picture of you and yours and we will see that it gets there. *[It's probably even better to send the negative — then you get the best possible quality of print. Ed.]*

I had better end our spiel with this: "It is illegal to pass by the Brighton Airport without stopping in to say HI."

**By Lon Lawrence**  
**Albuquerque, NM**

I just made my first EOC fly-in in Sedona, Arizona. Lots of fun. Got Fred Weick to sign his autobiography "From the Ground Up." What a treat! *[The book may be ordered from about any bookstore — about \$43.00. Ed.]*

**By Don Wollard**  
**2210 Trinway Ave.**  
**Simi Valley, Calif., 93065**

Do you have an FAA form 337 that's been completed on the Kenney or Alon style panel? I purchased the panel through skyport and they have not been any help.

*[The club doesn't have a form 337 for normal installation of this instrument panel, Don. Could some member who has done this send a photo copy of your form 337 to both Don and to Skip (at the club office listed on page 2)? This modification has been done on so many planes they shouldn't give you any grief — it was STANDARD on all the later ones.]*

Gary Dallugge said to contact you regarding my Ercoupe N3968H, a 1947 model 415-CD with C-85 engine. I purchased

this aircraft last summer and am going through a complete restoration.

**By George Frebert**  
**641 Lake Drive W.**  
**Smyrna, Delaware, 19977**

My tank conversion *[to Skyport 30 gallon wing tanks only]* is going very slowly since we are working on them on a "time available" basis. Everyone on the airport is asking "when will it be finished." I state simply, "Saturday." However, I don't know which Saturday.

In spite of the lengthy time out of service, I would like to comment on your request for pros and cons on the conversion. We are changing for the following reasons: (1) We did not like the ever-present gas fumes. (2) Inspection to see if the header tank is sweating is near impossible without removal. (3) Installation and servicing of modern electronics will be a snap. (4) The additional fuel extends the range. (5) In the event of an accident, the airplane does not need to catch fire for the occupants to get third degree burns. A simple ground loop in a remote area, where you may be trapped inside, could be fatal.

*[I'm not trying to say you are wrong about your reasons for changing, George, but I would like to discuss your points. (1) "ever-present gas fumes" I've never had gas fumes in my cockpit. If I did have, you can bet that the problem of a faulty tank or fittings would be checked and fixed NOW! But, I don't think that the presence of a header tank should ever cause fumes. (2) No contest. (3) You're absolutely right! (4) True if you have the weight allowance. Flying over gross has it's own problems.]*

Finally (5) I'm afraid I don't understand this — if there's no fire how can there be third degree burns? How can "A simple ground loop in a remote area, where you may be trapped inside, ... be fatal" be caused by the existence of a header tank when there is no fire?

I am intensely interested in what IS the real incidence of fire in the case of accidents due to header tank failure and due to wing tank failure? I'm trying to find out what the facts are and it may take time due to the way records have been kept over the years before computerization of files.

If the incidence of fire is high, I'm going to be one strong supporter of Skyport's 30 gallon replacement wing tanks. If it is low, well then, no problem. I'll let you know. Ed.]

 <p>in an antique gold or silver traditional 8" x 10" frame. An elegant way to display your flying achievement in home or office. When ordering, specify red, blue or black background and gold or silver frame. Send copy of pilot's license and pilot signature in black ink in 3" line.</p>	<p><b>YOUR PILOT'S LICENSE</b></p> <p>A replica of your pilot's license is photo-etched on a 5" x 7" gold or silver tone metal plate. Then beautifully relief mounted on a red, blue or black velvet background.</p> <p><b>\$39<sup>95</sup></b> PLUS \$3.50 SHIPPING CHARGE</p>	 <p><b>* FREE LOSS PROTECTION</b> . . . Each key ring has your personal coded I.D. number. Finder drops key ring in any mail box and BLUE SKY guarantees return to you! FREE!</p>	<p><b>Cock Pit Placards KEY RING</b></p> <p>Always Ready in an Emergency! PLASTIC • EASILY READABLE</p> <ul style="list-style-type: none"> <li>• Emergency Engine Checklist</li> <li>• Airport Traffic Light Signals</li> <li>• Controlled Airspace Minimums</li> <li>• V.F.R. Compass/Altitudes</li> <li>• Radio &amp; Transponder Frequencies</li> <li>• ICAO Alphabet</li> </ul> <p><b>\$5<sup>95</sup></b> NO SHIPPING CHARGE</p>
<p><b>BLUE SKY</b> 13587 MINDORA AVE. SYLMAR, CA 91342</p>		<p><b>1-818-367-3342</b> VISA AND MASTERCARD <b>O.K.</b></p>	



# Hints and tips

By **Lon Lawrence**  
Albuquerque, NM

Here's a hint for you guys having trouble with, or scared of, vapor lock when using auto gas. Use premium unleaded.

Yes, it's a little more costly, but still a lot less than avgas! It works in vapor locking autos — ought to be worth a try in planes.

By **George Frebert**  
641 Lake Drive W.  
Smyrna, Delaware 19977

I was having problems locating front nose wheel bearings for the Goodyear rim. I was ready to trash out the old one and look for a Cleveland rim when I received a letter from member Ron Blackadar who is restoring an Alon. He advised me that Federal Mogul makes this bearing and it is also used on Beechcraft. He supplied me the numbers as follows: Race number LM 67010-XL and Bearing number LM 67048-XL.

Although I had tried to obtain this bearing previously through Kaman Bearings by bringing in the old bearing for match, they said it was no longer available. They had the number listed under TIMKEN but the specs were not the same. The trick in ordering the bearing is that **FEDERAL MOGUL** is the correct manufacturer.

By **Sterling Muth**  
P.O. Box 7181, Crescent Branch  
Denver, Colorado, 80403-0100

Well, I have finally succeeded in getting my very own

Ercoupe!!! — a 1947, SN 4649, registration N3948H and I am planning on meeting other Ercoupe pilots at the national in July, in Kansas.

What prompts this letter is a request for information.

I have a Continental O-200 on the Ercoupe and a climb prop. I would greatly appreciate any performance information any one has on this combination. According to the FAA Approved Airplane Flight Manual for the 415-D (Continental C-85), I did not have sufficient runway to take off today as the density altitude was 7,200 ft and the temp was 70°F. I was on a runway that was 4694 ft long and at full weight.

The sweetheart of a plane used less than half the length of the runway to lift off and climbed out quite smartly. If anyone has any numbers for the O-200 and a climb prop, I would appreciate them.

Second request is for information on flying to Alaska in an Ercoupe. I will be flying the Alcan highway at the end of August or beginning of September.

Ultimately, I will be living in Fairbanks and would be interested in hearing from any other Ercoupe pilots in Alaska.

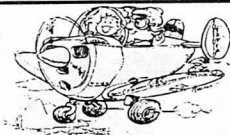
Last, I would like to pass on the address of a company that makes kit avionic packages and a GREAT intercom kit. It is Radio Systems Technology, 13010 Loma Rica Drive, Grass Valley, CA 95945. They can be called at 1-800-824-5978. I built the intercom with no prior experience and it was simple. The intercom has all the bells and whistles that you could want and is quite reasonably priced.

Thanks much and I look forward to the national.

*[It may be difficult for others to send you performance information about a Coupe with an O-200 engine and "climb" prop. There aren't too many out there and we don't know what length and pitch your prop is. There can also be variations between planes.]*

I would suggest that you determine the numbers for yourself. I'd recommend the book **Performance Flight Testing** by Hubert "Skip" Smith ISBN 0-8306-2340-X, available from Tab Books.

## 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.

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

FOR OFFICE USE ONLY  
MEMBERSHIP NO \_\_\_\_\_

(Please print or type)

Check here for  
First Class Delivery or foreign air-mail  
☐ (\$32.00 per year Dues)  
Second Class Delivery — U.S. or Canada  
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NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

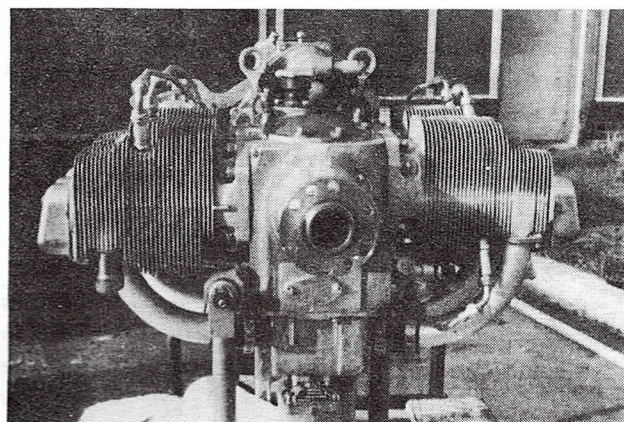
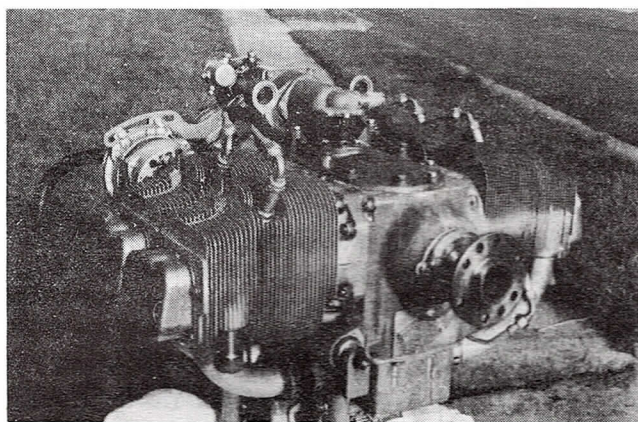
TELEPHONE \_\_\_\_\_

N # \_\_\_\_\_ SERIAL # \_\_\_\_\_

MODEL \_\_\_\_\_ YEAR MFG. \_\_\_\_\_

SPECIAL FEATURES: \_\_\_\_\_





## New "Franklin" engine for Coupes direct replacement?

By Ed Burkhead

This spring, Skip has been telling me about a Polish manufactured Franklin engine that should fit in our Ercoupes.

The Franklin Model 4A-235-B3 is rated at 125 horsepower at 2800 rpm. It is supposed to use the SAME ENGINE MOUNTS AS THE O-200! Its weight is almost exactly the same as an O-200 engine!

Like many horsepower improvements, much of the increase in performance will be in climb and short field performance. There probably would not be a very large increase in cruise speed. There may be a big increase in fuel consumption.

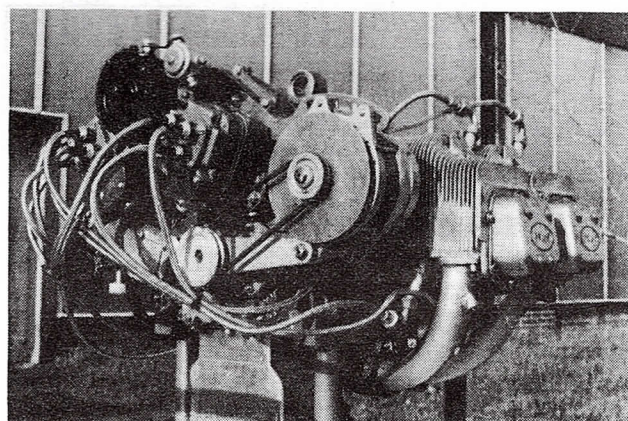
The price of this newly available engine is about \$11,000, complete — the price will vary as international exchange rates change. The Franklin is being sold by Atlas Motors, 155 Augustine Ave., Charles Town, West Virginia 25414. Call either 800-336-9878 or 800-222-6799 days.

Mr. Goodman, owner of Atlas Motors, writes: "Enclosed are some pictures of the first motor to arrive. As you can see, when they say complete, they mean complete — even to the sparkplugs and alternator belt! (And the alternator regulator is included!)"

"The accessories, (starter, fuel pump, alternator, magnetos, ignition wires, voltage regulator and carburetor) are all made in the U.S. and are included in the type certificate.

"The first question everyone asks is, of course, 'What about parts?' I suppose the honest answer is that, if the engines sell, there will be parts available. It is sort of like the early Honda buyers, they did well while the Yugo buyers are not doing so well.

"At any rate, the production for the near future is about 2 per week and parts will be produced as soon as the production line is improved. At any rate, the accessories are all U.S. Since the engines have a TBO of 1600 hours, one who is careful about such things as cold shock and oil



changes should be able to have a lot of flying time before such things are needed. The warranty is one year from manufacture date.

"If your readers would like their own copies [of the information packet], send a large SASE to Atlas Motors [at the address listed above] or call the 800 number [shown above]."

The many Ercoupers who feel their plane is under powered may want to try a brand new engine with 125 hp rather than overhauling a 45 year old C-75, C-85, etc. There is some risk involved in continuing availability of parts (though many parts can be fabricated, on demand, by companies here in the U.S.).

It'll take some courage to risk \$11,000 and the time involved in getting the Federal Aviation Agency to sign the appropriate paperwork. The engine is certificated with an FAA type certificate (number E6EA). The application is dated 1979 and approval was dated 1981. This is long enough ago that we can have some hope that the company is stable.

Things in Poland are still shaky, however. Mr. Goodman mentions an inflation rate of 10% per week. The opportunity for the Polish company to earn solid American currency may well cause them to be very nice to American buyers.

If you are wealthy enough that you can afford to be the first to try a new engine and need the extra power, those of us who can't afford big risks would appreciate hearing the results of your test.



# 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.*

**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:** Double fork nose gear — COMPLETE! Call after 6 p.m. Arizona time with price. Please. Dave, 602-378-3688.

**FOR SALE:** 1946 Ercoupe 415-C. Metal wings, rudder pedals, belly strobe, DG, ROC, Sens alt., turn and bank, landing light brackets in gear leg fairings. Red, black trim. Less engine (takes 85 Continental), windshield out. Canopy area bent. Have windshield and parts to repair on hand. \$3,250.

85 Continental engine, 620 SMOH, removed from Funk airplane with all accessories \$3,000.

Reconditioned prop, yellow tag, like new, McCauley CM 71-48.

J.W. Brewer, Forest Park Airpark, Rt. 2 Box 81, Hope, Kansas 67451, 913-949-2418.

**FOR SALE:** 1946 Ercoupe 415-CD. Metal wings, rudder pedals, 90 hp Cont. Cruise 110 indicated. Metal baggage compartment, bubble windshield, large windows. TT airframe 1652.7, engine 962.7, STO 315.7. Aircraft stored inside. Wings, engine and nose gear removed for storage. Last flown in 1982. White, maroon trim, finish faded but polish job would help.

J.W. Brewer, Forest Park Airpark, Rt. 2 Box 81, Hope, Kansas 67451, 913-949-2418.

**FOR SALE:** Misc. Ercoupe parts: nose bowl, firewall with engine mount fittings, misc fuselage and center section parts, etc. J.W. Brewer, Forest Park Airpark, Rt. 2 Box 81, Hope, Kansas 67451, 913-949-2418.

**FOR SALE:** We have several older aircraft to be restored: 1940 Stinson 108-1 less engine (needs recover and new interior) \$3,200.

1978 Cessna 170. Ragwing, met-co tri-gear. (Could easily be converted back to tail dragger.) Needs one wing

repaired and wings recovered, rudder and top of fin repairs and skin replaced on top of horizontal stabilizer (skin on hand). Airframe time 1607, 145 hp Cont. engine 507 SMOH. Less engine = \$3,500. With engine and (reconditioned) prop = \$7,500.

1958 Cessna 172 (in storage, mostly just needs assembling.) TT airframe 2166, O-300 Cont. engine 587 SMOH. Engine apart for inspection due to long storage (being major overhauled). Airframe less engine = \$5,500. With engine = \$8,500. With engine and reconditioned prop = \$9,500. Set of 962 Cessna wheel pants \$400.

1949 Piper PA-16 Clipper. Blue and white. Good Ceconite. TT 3528. Should relicense O.K. Has ROC, T&B, Sens. alt., remote electric compass, clock, cyl head temp. Less engine \$4,500.

O-235 Lycoming 70 SMOH, being upgraded to 115 hp. \$3,000. Prop for same \$750.

BG-12A Sailplane. 15 meter, belly damage. \$2,600.

BD-4 Homebuilt, has flown 50 hrs. Less engine and instruments = \$6,000.

J.W. Brewer, Forest Park Airpark, Rt. 2 Box 81, Hope, Kansas 67451, 913-949-2418.

**WANTED:** Forney F-1-A. Bill Thompson, Rt. 629, Box 657, Doran, VA 24612.

**WANTED:** early coupe, excellent condition, young engine. Prefer original condition, dual forks, cleveland brakes, radios. Bob Inowe, 2031 Santa Antilles Rd., Orlando, FL 32806, 407-896-4998.

**FOR SALE:** C-90 Stromberg Carburetor with mixture intact — \$250. Complete nose landing gear for 415-C — double fork off a piper comanche with 600x6 wheel and tire installed — \$250. Buzz Dolim, 1306 Gavin Drive, Marysville, CA 95901, 916-674-7700 days, 916-743-3672.

**FOR SALE:** 1946 Ercoupe 415-CD, 85 hp, TT 1163 hrs, SMOH 856 hrs, SCTOH 275 hrs, new 1991 Ceconite wings; King loran; landing lite; double fork nose gear; bubble windshield; strobe; airtex interior; overhauled 2 mags; starter; gen; carb, struts; Escort 110 nav/com; main wheel pants; RST intercom with two Telex D-950 headsets, much more. \$10,500 FIRM. John Lammers, 5669 Meadow Lark Ln, Springfield, MO 65810, after 5 p.m. call 417-883-2469.

**FOR SALE:** Ercoupe, 1947, dual radios, strobe, electric turn and bank, polished, 900 hr, rudder pedals. Lloyd Groves, 219-699-6446.

**FOR SALE:** '46 Ercoupe, O-200 (100 hp.), only eight (yes 8) hours since major overhaul. Metalized wings, double fork, Cleveland brakes, auto gas STC, new interior, Ray Jefferson loran. Natural aluminum with blue stripe. Lost medical. Best offer over \$11,000 takes it. Contact Ray Jackson, Star Rt. 1, Box 143-B, Crescent City, Florida. 904-328-1571 ext. 198 (work) or 904-467-3245 (home).



**FOR SALE:** 1946 Erco Coupe, serial #442. All metal, 785 total time since new, 405 SMOH on C-75-12, 3 STOH, 50 since propeller overhaul McCaulley. Glass good condition. Paint is old & dull (yellow). No damage history but is out of licence now. Aircraft is ferryable and has no radios. Selling for \$6,500, Canadian as is, where is or selling for \$7,500 Canadian with fresh annual. James Hudson, 48 Middleton Way, Bramalea, Ontario, Canada L6S-4B1, 416-792-0670 evenings.

**WANTED:** Wheelpants for Erco Coupe. Must be complete and undamaged. James Hudson, 48 Middleton Way, Bramalea, Ontario, Canada L6S-4B1, 416-792-0670 evenings.

**FOR SALE:** 1957 Forney Air Coupe, 1660 TT A&E, all new instruments, transponder, mode C, Mark-12-A radio, new paint, fresh annual, new rubber, compression=80/78,80/74,80/78,80/74. \$10,000. Sharp! Jack Cudphy, 3650 Jewel Cave, Las Vegas, Nev, 89122, 703-434-4419.

**FOR SALE:** '46 Erco Coupe 415-C, 85 hp, 1451 TT A&E, 523 SMOH, always hangered. Escort 110, new ELT, new battery. Will have on display at national Bill Teasdale, 3509 Forrest, Great Bend, KS 67530, 316-793-7624.

**FOR SALE:** 1946 Erco Coupe 415-CD. Bubble windshield, dual fork nose gear, Cleveland brakes, no pedals, 85 hp, strobe, not in annual. Needs some work and lots of TLC. N.D.H. Make reasonable offer. John Brennan, 200 Fishing Creek Road, Cape May, N.J. 08204, 609-884-1251

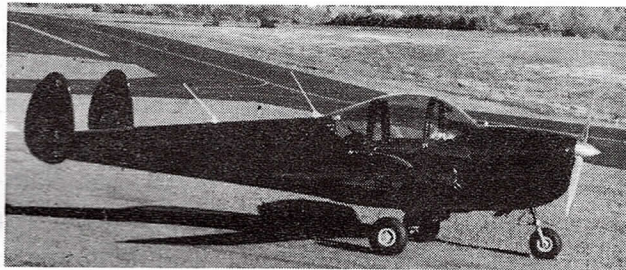
**FOR SALE:** 1960 Forney F-1-A with C-90, 1178 TT, 243 since top. New Cleveland wheels and brakes, EAA auto gas STC, spin on oil filter, new Condor tires, double fork nose gear. Good paint. Genave GA-1000, Alpha 100, 360 + 720, King K-R-76 ADF, single probe EGT, bucket seats, shoulder harness. \$12,000. Cliff Penman, P.O. Box 112, Driggs, Idaho, 83422, 208-354-8284 after 6 p.m. mountain time.

**FOR SALE:** 1946 Erco Coupe 415-C. 75 hp, 700 hrs SMOH. Looks and flies great. In annual. Has 720 King radio+VOR, Ray Jefferson loran, transponder and blind encoder, white Airtex interior with large baggage shelf, black carpet, silver canopy cover. Plus many extras. \$8,000. Jim Hughes, Sr., P.O. Box 6167, 5134 Rugby Rd., Virginia Beach, VA 23464-7953, 804-474-0132.

**WANTED:** Good condition, no corrosion Coupe to rebuilt into an "E" model or better, with or without an engine. Any year on condition, with metal wing and rudders. No radios or instruments needed. Trailerable. (Trade?) Len Renda 235 N. Coral Reef Ct., Palm Coast, FL 32137, 904-445-7428.

**FOR SALE:** 87 page chronical of all published papers and articles on Coupes starting with SAE Journal by Fred Weick dated Dec 1941 through about 1978. All Xerox copies. Best offer takes.

**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.



Also, 135 back issues of Coupe Capers from 1975 to present. Best offer takes them all.

Don Bernier, 8 S. Lee Court, E. Wenatchee WA 98802, 509-884-5398.

**FOR SALE:** '47 Erco Coupe 415-C, serial number 4334, N3702H, 900 SMOH, 3,000 TTA, rudder pedals, MK-12 360 channel, Geneve A-200, strobes, dual landing lights, polished, Ceconite fabric, all instruments but artificial horizon, very good condition, ALWAYS HANGERED, same owner last 28 years. \$12,000. Lloyd Groves, RR1, Galveston, IN 46932, 219-699-6446 weekdays, 219-583-9255 weekends.

**FOR SALE:** Erco Coupe 415-C, 2200 TT, 630 since major; 15 years in storage; 200 GCNAV, large baggage kit; new Cleverlands & tires; wings off and stripped, zinc-chromated, with Stitts kit; instruments rebuilt and yellow tagged — \$8,500 ready to fly. Call 602-849-5771.

**FOR SALE:** Oil cooler off IO-360 factory const.eng. with built-in check valve. Call 602-849-5771.

**FOR SALE:** New King KT76A Mode C transponder and ACK-30 encoder. Harness included. Bought both but never installed because I was forced to sell my Coupe. Both for \$1,000 firm. Fulton Cook, 813-575-2638 before 9 p.m. Eastern.

**FOR SALE:** Two Goodyear main landing gear wheels complete with stainless steel discs and hydraulic cylinders. \$75 for both.

Also, one steel nose gear with wheel, tire and tube for four (4) inch wheel. \$35. Call Jerry at 718-835-0750

**FOR SALE:** 1946 415-C, serial #1692, N99069, C-75-2 Continental 2220 TT, 530 SMOH, 175 STOH. Narco com II 720 channel, Narco transponder 150, good paint and interior. Lost medical — heart attack. \$10,250 with new annual, \$9,900 without. Will possibly deliver for expenses. Jim Guthrie, 5789 Laurenceville Rd., Belvidere, IL, 61008, 815-547-7434.



# 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!*

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 Brittian, Newton, Ks. 316-284-0145. Shirley plans to keep the costs low — so plan on coming! Volunteers needed!**

Montana, Kalispell, **July 10-12th**, Safety Expo. More than 40 seminars including mountain flying, pinch hitter, survival and 3 hrs free flight instruction for pilots participating in Wings program. One of instructors for wings is John Fradet, a Coupe flyer. Chance for free FAA "courtesy" inspection and/or checkride. Programs for kids of all ages. Call 800-638-3101 for info on mountain flying and pinch hitter courses or more info. Call 800-247-9707 or 800-858-5439 for room reservation and identify self as "6th Expo" participant.

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, Ercoupe 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.

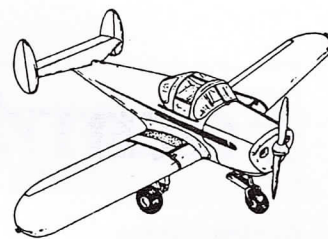
California, Catalina (AVX), **November 8th**, Sunday.

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



# ERCOUPE

## INSPECTION NOTES



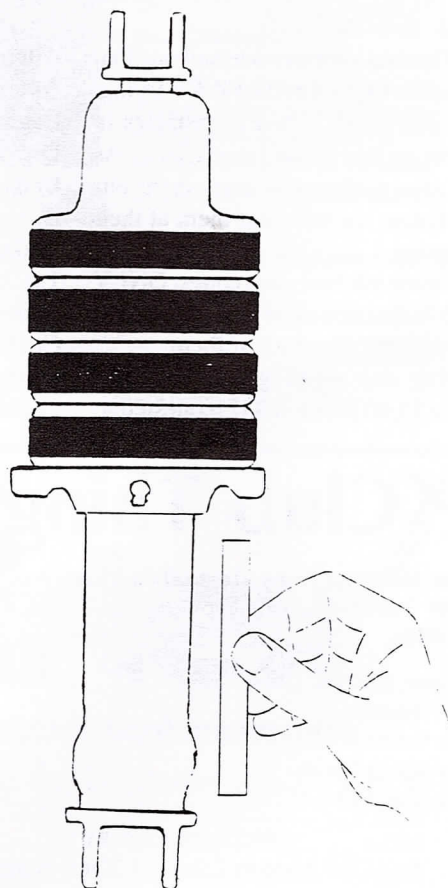
ILLINOIS WING — ERCOUPE OWNERS CLUB

NUMBER 7

Inspect lower cylinder portion of shock absorber with a straight edge. If the cylinder is bulged out, it is an indication of a hard landing. During a hard landing, the piston is driven into the cylinder faster than the fluid can escape thru the metering hole in the piston. Since hydraulic fluid will not compress, the wall of the cylinder has a tendency to bulge due to the extreme pressure.

These shock absorbers may still be serviceable since the bulge will be below the normal piston travel. But, since this is an indication of a hard landing, the airframe should be thoroughly inspected for damage.

Check for buckles and loose or pulled rivets in the firewall, belly skin, wings and center section spars.





# Form 337s on file

**By Skip Carden**  
**Executive Director**  
**Ercoupe Owners Club**

(see address on page 2)

Some time ago we started a list of 337s that we have on file. This is to help those of you who are having a hard time with the FAA on installations. Many of you have been able to use these to get approval without much trouble from the locals.

This is a good service and one that we need to expand as the FAA is trying, more and more, to place obstacles in our way so that we will stop flying. As long as we cooperate and share our knowledge, we will beat them at their own game.

I must ask that you request **ONLY** the 337s that you need — several have requested copies of all of them.

Any one wanting a 337, please send in \$1.00 for each 337 requested so

as to cover the cost of copying and mailing, a small price to pay for this service.

Please check the list below and, if you have a 337 that is not listed, then please send me a copy for the files. This is what we have:

Alon gas caps A-2-A  
 Alon wheel fairings & CHT & EGT  
 Alternator Alon A-2  
 Alternator Ercoupe 415-C  
 Alternator Ercoupe 415-D  
 Alternator for C-90 and O-200  
 Baggage Compartment, large for 415-D  
 Brakes, Cleveland for 415-CD  
 Brakes, Cleveland for 415-D  
 Brakes, Cleveland for early 415-C s/n 1-812  
 Convert C-75 to C-85  
 Convert C-85 to C-90  
 Electric fuel pump, Alon A-2  
 Engine, O-200 for 415-C

Engine, O-200 for 415-CD  
 Ercoupe 415-C to a 415-D conversion  
 Fiberglass nose bowl, 415-D  
 Fuel strainer moved to firewall, 415-C  
 Header tank removal, 415-E  
 Landing lights, nose bowl, for 415-D  
 Landing lights, wheel, for 415-C  
 Metal wings, 415-D  
 Rear Spar reinforcement 415-C  
 Seats, Bucket for Ercoupe 415-E  
 Seats, Cessna 150 for Ercoupe 415-C  
 Shoulder Harness Alon A-2  
 Shoulder Harness Ercoupe 415-C  
 Shoulder Harness Ercoupe 415-D  
 Trim tab, 415-C to 415-D  
 Wheel pants, 415-C

## ALSO:

List of STCs for Ercoupe  
 Alon A-2 equipment list  
 Ercoupe weight and balance chart, original, blank  
 Radio pedestal drawing  
**FROM SERVICE MANUAL:**  
 Ercoupe modifications through A-2  
 Ercoupe model conversions  
 Ercoupe engine conversions

## 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. Phillips-'94, 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-'94, 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-'94, RD 2, 460 Taylor Drive, Cedar Valley, PA, 18034, 215-838-9942.

**Region 6-WEST,** IN, MI, OH, Marvin Dunlap-'94, 8181 E. M-36, Whitmore Lake, MI, 48189, 313-231-3392

**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, F. Tim Yoder-'94, P.O. Box 17269, Fountain Hills, AZ, 85269, 602-837-1463

**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-'94, 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-'94 (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.)



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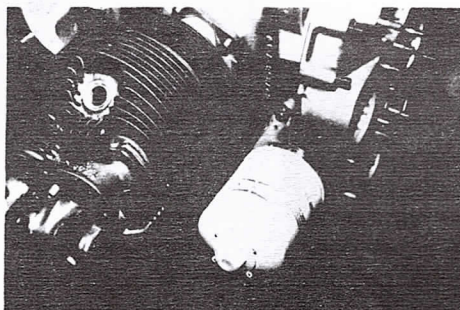
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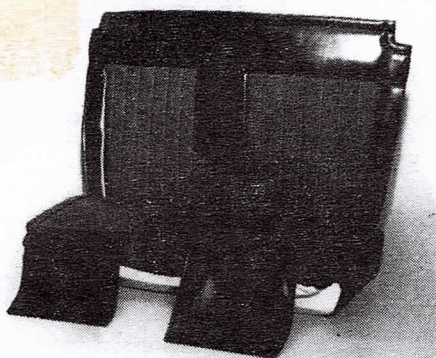
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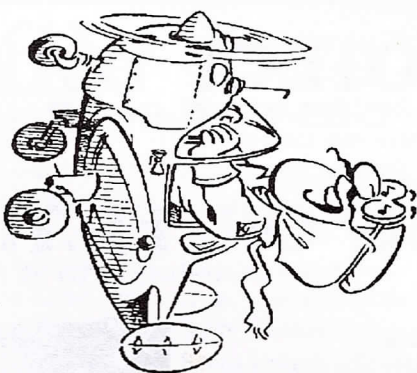


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"There are many insights in the book, i.e. the undervaluation of the Coupe, new statistical data, fuel and maintenance tips, aviation safety and, finally, a philosophical indulgence by the author which is quite welcome in its unique and universal vision.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

Review by Ed Burkhead:  
"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."

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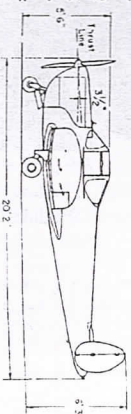
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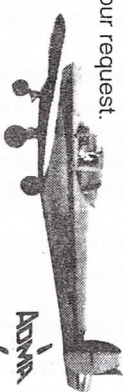
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