

Coupe Capers

Monthly magazine of the Ercoupe Owners Club August 1992

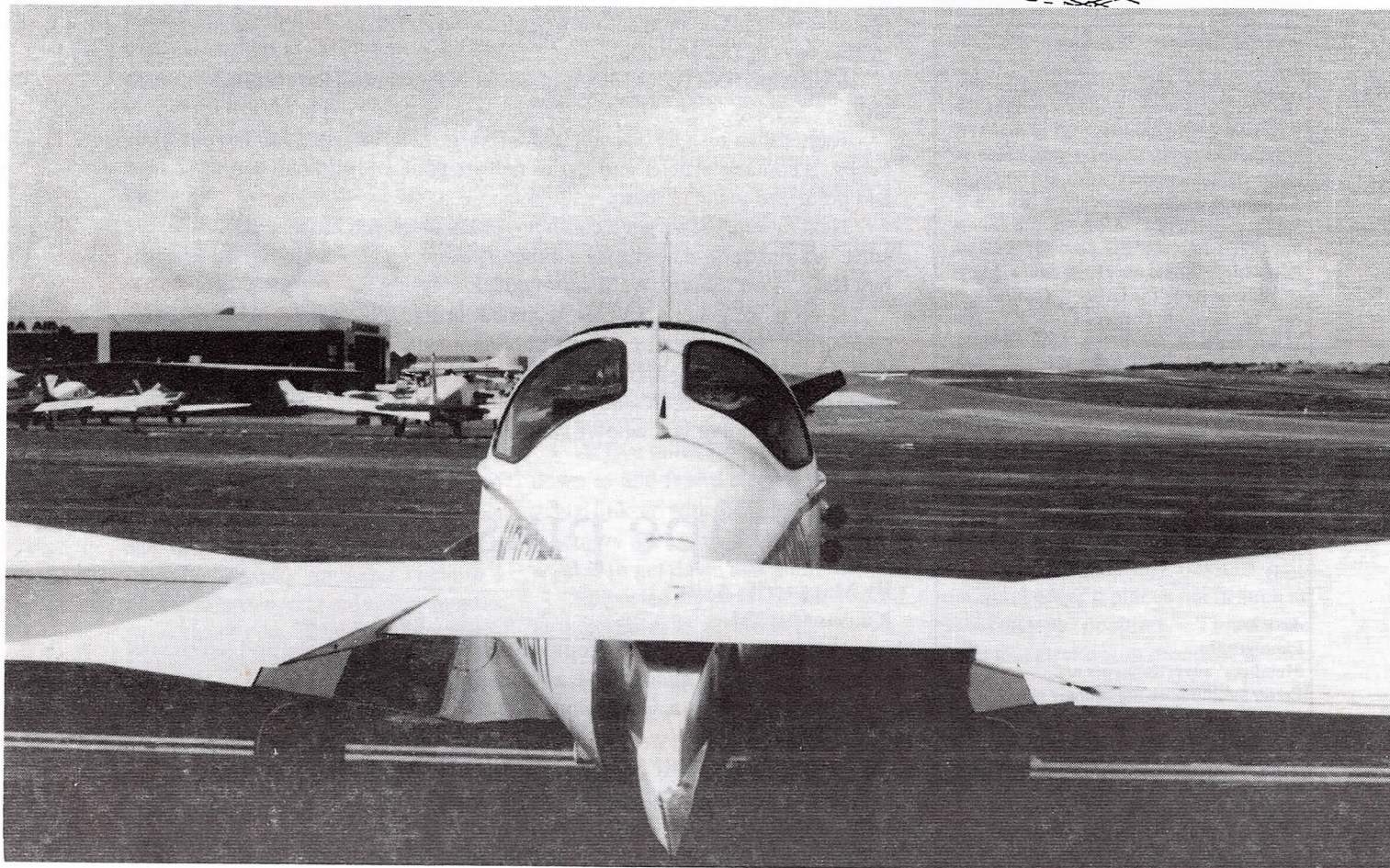
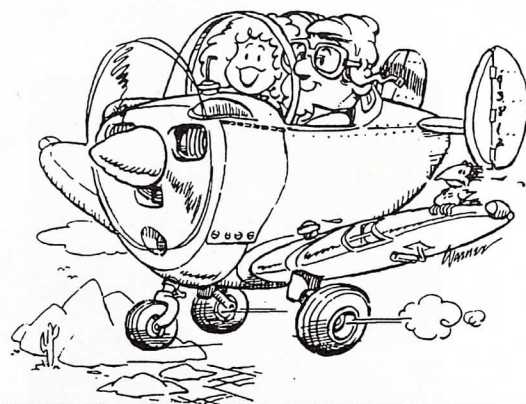


Photo by Eric Slifkin, Arcadia, Calif.

By Ed Burkhead

Early Ercoupes were certified for a maximum gross weight of 1260 lbs. That was enough, at first, because the airplanes' weight was low as well. After starters and batteries were added and owners began adding gyro instruments, radios and more, it became very desirable to increase the maximum gross weight.

As Fred Weick told me several years ago, when they did the certification testing at 1,400 lbs gross weight, they found that a change was needed to the controls.

At 1400 lbs, full power and full up elevator, (I think he also included the 85 hp engine as one of the conditions, but I'm not sure) the flying characteristics became "squirrely." In other words, it may not have had the intended protection against stalling/spinning. At full power, the fast slipstream allowed the tail to be pushed down too far allowing too high an angle of attack of the wings.

Changing the maximum elevator up travel from 13° to 9° brought the full power, 1400 lb, full up elevator characteristics within the desired range. However, limiting the elevator travel meant that the minimum speed, power-off, increased — therefore the landing speed increased by 5-10 mph.

Seventy seven of the "D" model were produced, but the increased landing speed was thought to be undesirable. Therefore, the elevator limiter was moved back, to allow 13° of up travel and 368 of the "CD" model were made with 1260 lbs gross weight.

About this time, Sanders Aviation had taken over production. They solved

the problem by redesigning the elevator so that there was a "split" in its surface. The slipstream, following the fuselage, narrows by the time it gets to the elevator and mostly goes through the "split."

With the "split," there is very little effect on the trim from zero power to full power. With the "split" the elevator surface is reduced and 20° of up travel are allowed. The flying characteristics at maximum gross weight, full power and full up elevator are excellent and the landing speed is reduced to that of the model "C."

A "low speed warning cushion" was added to the control system so that, when you pull back on the wheel, you feel a stop at about 65 mph. This stop is a pre-loaded spring and pulling back harder compresses the spring allowing slower flight, with a warning. An excellent solution.

According to Sanders Aviation "Ercoupe Information Letter No. 1, SUBJECT: Conversion of Ercoupes to Later Models," (in the *Bulletins and Memoranda* book) it is possible to convert early model Coupes to the "E" model and get improved maximum gross weight and improved flying characteristics.

Skyport's mechanic will convert your current elevator to be a "split" elevator. Call them for details; their advertisement is on the back page. Model conversion will require an FAA inspection followed by a fresh annual and the issuance of a new Airworthiness Certificate. There are a few FAA offices that have refused permission to upgrade the model, so talk it over with your Flight Standards District Office before investing a lot of money in the conversion.

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 8, August 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

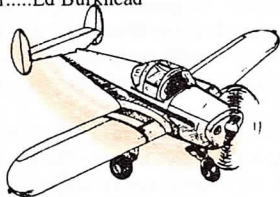
Letter submissions are strongly encouraged. Materials should be sent to: Editor, Coupe Capers, 511 W. Gift Ave., Peoria, IL 61604-2855, 309-685-8673. Those with computers may submit long stories on disk. We can use either 5¼ or 3½ inch disks. Wordstar or ASCII formatted files are preferred.

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

The fax machine will answer the phone 24 hours a day. If you can, set your machine to allow 60-90 seconds to make the connection (the normal 35 seconds may not be enough). Alternatively, dial manually and AS SOON AS THE PHONE IS ANSWERED, DIAL "#1". The fax switch should then transfer the call.

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

Editor.....Ed Burkhead



Overhead

By Ed Burkhead

As you can see, this is not the "How to buy an Ercoupe" issue. It is purely my failing that caused the delay but I don't feel too guilty. After doing the July issue (back in June), I took two days "off."

Since then, I've been on the go — first, a weekend of Army Reserve followed by a day of packing, then I was at the National Convention (and it was good). Then I spent a touch over three weeks of Army Reserve time. The first few days were in Oklahoma, followed by 17 days at Ft. McCoy, Wisc., followed by two days in Des Moines.

I had hoped that I could do the issue in my free time in the evenings. Dream on!

Rather than rush the special issue, I've rushed the issue you have in your hands. It contains articles and stories that are good and all I had to do was type and proofread many of them.

Next month, we've got a conflict — Skip promised me that we'd have the corrected and up-to-date file for a directory issue, and I want to run the how-to-buy issue. Don't worry, we'll sort it out.

Keep those general articles, technical articles, hints-and-tips and letters coming in! Please send us **great** photographs! The reader response forms showed overwhelming approval for the large cover photos. We need dynamic photos! Read last month's how-to article and do it!

Thanks to all of you who've sent articles and photos and to the rest of you for reading them.

Ercoupe pins / tie tacs

By Marguerite Avise
Kansas City, Mo.

Here is the address of the company that has the little white and red enamel Ercoupe pins. They should have a booth at Oshkosh this year.

[These pins show a white Coupe with red trim on the leading edge and some on the fuselage. They're beautiful! I always use one for a tie tack. Ed.]

V-M ENTERPRISES — Dutch Ebach & Mary Ebach.

41910 Savage Rd.

Belleville, Michigan 48111

Jewelry and knick knacks for aero-minded people available for fly-ins or air shows.

Ercoupe RC models

Joe Chitty

This is provided by a friend involved in model airplanes. I had a Jack Stafford model kit given to me a few years ago. Since that time, Stafford has been bought out by Mutchler's, so the Ercoupe kits are available.

Keep 'em flying.

[Bob includes an advertisement from Mutchler's Hobbies, Inc., 4620 Crandall-Lanesville Rd., Corydon, Indiana 47122. Phone is 812-366-3141. Hours Monday-Thursday 9-5, Friday 9-2. Closed Saturday and Sunday. Times are Central Daylight (summer) and Eastern Standard (winter).]

The advertisement shows a beautiful Alon model Aircoupe, with 63 inch wingspan, priced at \$99.95.

For a complete listing, send a stamped self-addressed envelope. "Dealers wanted," they say. Ed.]

Coupe Currency Corner

Name withheld by request to minimize the embarrassment of a very experienced pilot who is still learning.

Yes, still learning at age 60 and I have been flying since I was 17 years old. I have over 11,000 hours in my log book, air force trained, jet fighter pilot, airline pilot, ATP, etc., etc.

I have owned my own aircraft for over eighteen years and I reckon to know it inside and out, but no....

It was to be a trip to a fly-in about 150 miles from my home field. Weather was no problem, although a warm front was going to give a lowering cloud base and a possibility of rain for the period of our return to base in the late afternoon.

The flight outbound was uneventful, although my passenger (who is a pilot with many years experience) pointed out to me that the ammeter was showing a discharge. I assured him it must be a faulty ammeter because I knew the battery was only a few months from brand new. Besides, the generator and voltage regulator had been overhauled not long ago and were in perfect condition.

I convinced myself that this was so because the generator has a circuit breaker switch and it had not tripped so I assumed it must be charging. Anyway, the radios were working normally and we landed at our destination with everything indicating normal and working.

Again, I was satisfied that nothing was wrong on departure as the starter swung the engine over rapidly with no sign of a bad battery.

On the return leg, we decided to stop to top-off fuel for safety reasons since it would have been tight to do the whole trip on one tank. And, by now, the weather was showing signs of the approaching front with a lowering cloud base and drizzle. After gassing-up, we took off for the final leg which was about thirty miles to home. The engine

start was normal, again, but the ammeter still showed a discharge.

The first indication of trouble was, when departing for the final leg, air traffic said our transmissions were distorted. Reception was strength five and the radios were brand new — they'd never given any trouble before. I dismissed this as possible trouble at the ground station.

The short flight continued and we contacted the destination, by radio, with no trouble. By now they were giving low visibility at 500 feet and better at 1,200 feet in drizzle, visibility just over 3 miles. No problem — this was my local field. It has an excellent instrument landing system with distance measuring equipment and my aircraft was equipped to cope with this, easily.

At five miles from the field, I was down to 800 ft and elected to make a visual link-up with the ILS since I knew where we were with local knowledge. I wanted to get down and go home.

I reported my position when asked at three miles from the field and was cleared to enter the pattern on a left base leg. By now I was down to 500 feet, scudding along in the bottom of the clouds in light rain and visibility barely more than a mile.

At that moment, the radios made funny noises, the LED displays flickered and quit. We were now without any electrical power and we were groping for the left base and the lead-in

lights. It was also within 20 minutes of "night" and it was pretty dark.

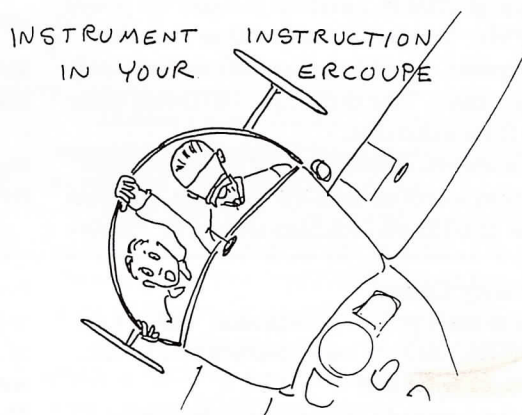
Due to my local knowledge of the area, there was no problem finding the lead-in lights and lining up to land. Then, at less than 100 feet and over the threshold, we saw an aircraft lined up and holding at an entry point some way down the runway. We did a missed approach, a tight circle executed visually, and landed when we got a "green" from the tower.

We only saw that aircraft which was lined up on the runway when we were at 100 feet and it was a heart stopping moment.

When we taxied up to the ramp, a very contrite pilot had to make his peace with the tower and explain what had happened. Fortunately, there was no harm done and, after apologies, the aircraft was put away to await an investigation of the cause of the problem.

I have vowed to believe my ammeter and investigate any obvious malfunction before it places me in such an embarrassing position. There's no doubt that all warning should be heeded — there's no smoke without fire, as they say.

[Ron Kerlin had prepared two Currency Corner articles for the "How to buy a Coupe" issue, but I didn't want to run them with this fill-in issue. This article certainly teaches a lesson, though! Ed.]



First solo flight — don't forget anything

By Nancy Cullen

"I want you to taxi to the end, make two touch-and-goes, then full stop and come back here to pick me up. Be sure to call "rolling" when you depart," said my flight instructor.

How many times had he said those words? How many other dreams had he given the green light to as he walked away to "supervise" my first solo flight? How routine it all seemed!

"*Stay centered on the taxi line. Is your right leg on the yellow line?*" The words echo in my mind as I taxi to the departure end. I am amazingly calm, that's good. No excitement stirring inside. I breathe a prayer and concentrate on the traffic calls on unicom ... A Cessna on final, one turning downwind.

"*You just passed the hold line,*" I remember him saying during a past mistake, but not this time. Holding short, I watch final. "*What separation is required at an uncontrolled airport?*" I wonder. We never discussed it. Just use air traffic control standards, I guess. The Cessna lands, the second Cessna calls turning base. I taxi onto the runway and make my departure call, "**Cessna 9211 Uniform departing runway 18.**"

"*Stay on the runway centerline, throttle in smoothly, hold right rudder, lift the nose wheel, the airplane will fly when it is ready,*" my thoughts speak to me methodically. The runway departs from under the main gear. "*Maintain 60 knots until reaching pattern altitude, turn crosswind above 1,700 MSL and past the end of the runway. Nancy, smooth out your control actions, not so abrupt, easy on the turns,*" — echoes from the past that had haunted me through sleepless nights. "*Concentrate,*" I tell myself. "*No time to get excited now, just fly the airplane.*"

As I climb crosswind, I indulge in the view for a moment; I want to remember it all. A perfect day, no wind, clear Kansas winter skies, more beautiful than my childhood imagination could construct. A warm sun-glow lingers as it threatens to end this day all too soon.

"**Cessna 9211 Uniform turning right downwind for a touch-and-go runway 18,**" I call on the radio. Perfect downwind at 2200 ft. Level off and pull the power back to 2500 RPMs. Trim nose down. "*Don't use the trim to fly the airplane, fly with the controls and trim only to ease control pressure,*" the distinctive Oklahoma voice continues, even from a distance.

Abeam the numbers, carburetor heat on, power back to 1700 RPMs, trim wheel to 'take-off' position, maintain altitude and slow to 60 knots indicated air speed. "*Main-*

tain altitude, Nancy, you're losing altitude." Not this time: maintaining 2,200. Speed in the white arc, flaps 10°, 45° from the runway, I turn base, flaps 20°. Evaluate. Too high? Too low? Reaching 60 KIAS on the descent, I hold airspeed. Looks good. "**Jabara traffic, Cessna 9211 Uniform, turning final, touch and go runway 18.**" Damn, who turned off the VASI lights that show if I'm too high or low?

On final, flaps 30°, runway numbers above the nose, adjust power and line up centerline. "*Nancy, I want you to land with one wheel each side of the centerline. I know you can do it.*" Sure, I thought, I just want to land with some grace, but now, I want to do it right. Short final, flaps 40°, over the numbers begin transition and slowly pull the power off. Raise the nose, raise the nose, raise the nose ... touchdown! I did it!

OK, stay on centerline ... that's one touch and go, just one more. Flaps up, carburetor heat cold, trim take off, power in smoothly, hold right rudder, on the centerline, back pressure on the yoke to raise the nose wheel. How was that one? Did I do it right? How did it look from there? Concentrate, Nancy, just fly the plane.

The plane is climbing very well, it jumps off the ground. One more time ... on final, "**Jabara traffic, Cessna 9211 Uniform, full stop, taxi back, runway 18.**" Where is the VASI? What's the code to turn it on? Rats. A bit high, pull back the power. Over the numbers, still high, oops, I began the transition a bit soon, give back a little. There, raise the nose, raise the nose, oh still too soon ... not as smooth as I want, but not bad. "*As long as you land on the main gear you'll be OK ... keep the nose coming up. You should not be able to see any of the runway as you touchdown, just feel for the runway.*" Taxi back. I did it, I want to fly forever, do we have to stop now? I wonder how it looked from the ground? Where's Cory?

He walks back to the plane. Routine for him; just one more student solo. I want to squeal with excitement, get out and run around the airplane, cry, shout to the world, "I did it!"

"Aren't you excited?" he asks.

"It isn't a good idea to get emotional while piloting an airplane," is my response. I don't want to screw up now, so I hold it in.

As we lift off to return to Mid-Continent airport, I can't stop smiling. Do we have to stop now? I want to fly forever....

Postscript by Nancy Cullen

It was good to meet you at the National! I didn't get to meet a lot of folks since my own schedule was so full, but those I met were great fun!

I especially appreciated George (last name?) who

took me around the pattern a few times before I soloed my Coupe on Thursday. I had planned to have all that out of the way prior to the convention but, as it turned out, I wouldn't change a thing.

Postscript Continued on page 5

These people made the National Convention a success — *THANKS!*

By Mark Baldwin

Thanks to two people who have made important donations to the Vitas Lapenas project.

Lloyd Boatman, Akron, Colo., donated a wet compass. Don Holmes, O'Fallon, Ill donated a KX-160 radio.

These donations were made at the National Convention. Thank you both.

By Shirley Brittian

Co-Chairperson of the National Convention

Please thank and mention my loyal helpers in making the 1992 EOC National Convention a success.

It seems I'm the one that always gets the thanks and it's a bit embarrassing as we all worked equally hard and everyone pulled together and made it work.

I hope all the volunteers realize how necessary and appreciated they were. If I have failed to mention anyone, I'm sorry. And again, let us all say **THANK YOU!**

Jim Brittian — sounding board and **KEEPING ME SANE!**

Al Teters — Co-Chairman. Al took up the slack, weather briefing, judging and obtaining the King Radio door prize.

Registration and Treasury:

Cathy and Marlene Radebaugh, (IA),
Sherry Hicks (KS) &
Cheryl Seng (KS)

Ground/Parking

Ron Avise (MO)
Ken Richards (KS)
Terry Spencer (KS)
Bill Walters (PA)
Bill Walters (KS)
Mike Owens (KY)
Bill McVicker (KY)
Brad Brittian (KS)

Judging

Al Teters (KS)
Jim Brittian (KS)
Marvin Dunlap (MI)
Betty Rogers (Alaska)
Leonard Mullar (MD)

Poker Run

Robert Seng (KS)
Cheryl Seng (KS)
Ron Madsen (SD)

Transportation

Merle Liese (IA)
Jack Owens (KS)

Ladies' Tour

Frankie Walters (KS)

Men's Tour

Jim Brittian (KS)

Shirt Sales

Marguerite Avise (MO)
Bernice Davis (AR)

Publicity

Merle Leise (IA)

Trophies

Ron Johnsen (IA)

Door Prize Solicitation

Tony Crandall (IA)

Signs

Bill Walters (KS)

Calligraphy

Terry Spencer (KS)

Speakers

Skip Carden (NC) Invocation
Joe McCauley (FL) Master of Ceremonies
Fred Weick (FL)
John Allen (KS)
John Hiles (OH)
Ron Kerlin (IN)
Nancy Cullen (KS)
John Wright (IL)
Jim Mayhall (IL)

Door Prize Drawing

Nichole Seng

Late breaking news: Jim says thanks to all the Ercouppers who voted for his Lancair at the El Dorado E.A.A. fly-in. It won Most Popular Homebuilt.
[Thanks from the rest of us, too. Ed.]



Postscript Continued from page 4

I enjoyed doing the air traffic control seminar. The group was so gracious and not "hostile" as I anticipated! It was fun sharing hints and tips for using "the system."

The article above was written just after I soloed while taking lessons in January. Having finally completed my private license training on the Tuesday before the convention, I am ready to share it. Sorry it refers to a Cessna — I hope it is still usable. I've kept it private until now.

I look forward to getting to know you all better in years to come.

[Editor's note: Nancy Cullen is an air traffic control supervisor at Wichita's Mid-Continent airport. It's great to welcome her to the ranks of "us."]

Heck, Nancy, we don't mind your mention of Cessnas — there's only a tenth of one percent of us who didn't fly something else first and THEN choose the Coupe. It's twice as sweet after comparison shopping.

Congratulations on getting your license and, especially, on soloing your Coupe at the EOC National Convention. What better place? Ed.]

Care and feeding of an O-200

By Paul R. Prentice

Anyone who has ever flown a 150/152 knows the O-200-A is a great little engine. I say this because, when used and fueled as intended by the manufacturer, maintenance is low and dependability is excellent.

As I got into generating this article, I found suggestive probabilities of the effect of using leaded vs unleaded fuels in the O-200-A in the valve train comparison data in the Continental manual. I have not copied those tables because they are proprietary to Continental.

It is "observed O-200-A performance" in the Ercoupe and the prop question that really arouses my interest. It may be that my comments on props will stir the pot enough to interest someone who already flies an O-200-A to investigate the matter.

The CONTINENTAL O-200-A and the ERCOUBE

The purpose of this article is to call attention to the unique characteristics of the Continental O-200-A engine as compared to the Continental C-85 and C-90.

The referenced technical data for this article is found in the F.A.A. approved *Continental Motors Corporation Form No. A-C40 Maintenance and Overhaul Manual* (CM&O) and the *Continental Operators Manual* (COM).

Individuals who are considering installing the O-200-A in their Ercoupes should do so only after obtaining these manuals (Univair and Skyport offer them) and doing a close evaluation of the operating specifications and valve train data that supports statements 1, 2, and 3 below. Points 4 and 5 are a matter of general knowledge. The discussion and conclusions are my interpretation of the five points.

The stroke, displacement, and compression ratios are identical for both the O-200-A and the C-90. There is an insignificant difference in physical dimensions, but the O-200 does have a six quart oil tank.

The KEY POINTS for consideration between the O-200-A and C series engines (C-85, C-90) are:

(1) The O-200-A has a maximum recommended cruise rpm of 2525 and develops its rated 100 horsepower at 2750 rpm. This is significantly higher than the 2350 maximum cruise rpm and 2450 maximum rpm of the C-90.

(2) The camshaft and associated valve train on the O-200-A provides higher valve lift with longer open times and the valve spring compression pressure on the O-200-A is much greater.

(3) The Marvel MA-3SPA pn10-4115 carburetor venturi on the O-200-A has a greater diameter than the Marvel MA-3SPA pn10-4252 or the Stromberg NA-S3A1 pn380231 used on the C-90.

*The high
operation
rpm sets the
stage for
problems*

(4) The O-200-A most often available for conversion has neither cam lobe or finished mounting pad for an engine driven fuel pump. Most installations use an electric fuel transfer pump.

(5) The 69"x50" propeller is generally used on the STC'd O-200-A installation.

A DISCUSSION of the importance of these differences

(1) The Continental O-200-A seems to be a redesigned C-90 as indicated by the many interchangeable parts with the exception the cam, valve train, and carburetor venturi. These differences permit the O-200-A to achieve

(with a shorter prop) the higher 2750 rpm where it develops 100 bhp. The high operation rpm sets the stage for the problems described in paragraph (2) below.

(2) The O-200-A is an 1800 hour TBO engine. During this time, a phenomenon known as "Valve Seat Recession" (VSR) occurs to some degree as normal wear. If unleaded autogas is used in the O-200-A, the greater valve lift, higher spring pressure, and increased rpm can cause excessive VSR. This damage is caused by a hammering effect that develops (without the lead in the fuel for a pad) between the valve and seat faces.

This excessive VSR wear doesn't show up overnight and usually takes several hundred hours to be detected. Part time use of lead substitute additives or the occasional use of 100LL provides a false sense of security, for "damage is damage" and the inevitable repairs are only slightly delayed. If you are going to use unleaded autogas in the O-200-A, blending in 10% to 15% 100LL for a lead pad (or adding a lead substitute) on a continuous basis is the only sure prevention of excessive VSR. 100LL contains 8 times the lead found in 80/87 avgas.

Let's talk about the valve face and valve seat angles. The 45° grind is for 100LL fuels with a lot of lead. This 45° angle tends to crush lead deposits which build up on valve seats thereby preventing excessive deposit layer thickness (but on faces only).

The 30° grind is for 80/87 aviation fuels with low lead content. The reduced seat angle increases the surface area of the face and lowers the contact pressure but not enough for zero lead autogas in the O-200-A with its snappy high-rpm valve mechanism. In addition, at cruise, 100LL burning engines operate at about 160 psi BMEP where as 73/80 engines run less than 130 psi BMEP. This translates to a significant

O-200 *Continued on
page 7*

O-200 *Continued from* page 6

oil temperature reduction when using autogas.

I can only conclude that the only satisfactory fuel for the O-200-A is one with a lead or lead substitute equivalent to 80 octane fuels.

For the critics who claim to have flown many years with autogas or 100LL without any problems — how many fly the same O-200-A engine more than 125 hours per year? When jugs are pulled for service every 3 or 4 years, how many owners identify the cause of their problem and true cost?

(3) With the O-200-A you should simply expect to burn more fuel. There are no freebies. The test tables giving fuel consumption results for the various engines in the *Continental Overhaul Manual*, page 73, confirm this fact. Horsepower costs money.

(4) Since either type fuel pump can fail, good monitoring technique of the six gallon SAFETY RESERVE HEADER TANK is appropriate. No major problem with the electric pump is known. It is possible, but expensive, to change out the cam and modify the block for a cam driven pump as on the

C series.

(5) The shorter 69 inch propeller generally used with the O-200-A is much less efficient on the Ercoupe than the props used on the lower power Continental engines. The original airplane design called for a 74" prop on the 65 hp. No nose bowl or cowl design (air flow) changes have been made to the airplane but prop lengths have been decreased. Examples are the 73" prop on the 75 hp, the 71" prop on the 85 hp and 90 hp and the 69" on the 100 hp O-200-A.

NOTE: Referencing the Univair catalog propeller section, I find that a CF7535 and CF7538 are used on Cessna 150 Sea Planes with O-200-A engines (pg 192) and the Socata Rallye uses a SCM7146 with it's O-200-A (pg 198), and most interesting is the SCM7053 as used on the Beagle Auster O-200-A (pg 190). With PRECEDENCE established for this length and prop load, someone with an O-200-A installation should try (with FAA approval) using a 70"X52". This prop should achieve good climb and a cruise equal to the C-90 powered Alon's with their 7153's. (Let us not forget, the plentiful 69" prop is really a hand-me-down from the Cessna 150/152. So the question

exists — was there ever any prop R&D work done for the STC'd O-200-A conversion???)

CONCLUSIONS: The performance difference in speed between the C-85 with a 7150 prop and the O-200-A with a 6950 prop at each engine's recommended cruise rpm is insignificant. The operating cost for the C-85 is much less and fuel blending is not required because excessive valve seat recession is not a known problem for the C-85.

If greater prop efficiency is achieved, the O-200-A with 30° faces burning autogas with lead added should be the most economical, require less top-end service, and be well worth the inconvenience of adding lead substitutes or fuel blending.

A SAFETY ADDENDUM: Fuelage tank: Mr. Fred overcame a serious problem of low wing designs with this tank providing the safety of gravity fuel feed. Without the tank and its one hour reserve, pump failure of a single fuel pump guarantees an immediate dead stick landing. Worried about fuel in the cockpit? Your left knee is only 2 inches from the wing tank (these are open to the cockpit below you) — better take them out also.

O-200 engine mounts

Ralph Korngold
Aircraft Services
385 Wilton Ave.
Palo Alto, CA 94306
415-493-6916

People who are planning the installation of an O-200 Continental to replace their aging C-85 or C-90-12F engine have written to us requesting further information.

The O-200 and C-90-14 have the same mounting bolt dimensions as your original engine and will "fit right in." However, your original Ercoupe engine mount was not designed to distribute the weight to all four attachment points. Only the two bottom points were braced to support the load. This was perfectly adequate with the more rigid conical mounting rubber bushings. But, the later LORD type mounts on the O-200 are so soft and flexible

that two-point suspension is inadequate and the engine will sag unacceptably.

An aluminum "horse collar" can be installed between the engine and the engine mount to support the two upper attachment points. But this moves the engine forward and the cowling will no longer fit and the center of gravity is affected.

Another solution is major alteration of the airframe by welding in appropriate bracing tubes.

Installation of adapters eliminates these difficulties. They are a snug fit in the O-200 crankcase and are almost invisible, showing only a 1/8" annular ring. They are made of 2024-T341 alloy. The only load they take is compression. There is no relative motion. They are guaranteed to last forever. In effect, what we are doing is simply substituting aluminum for rubber.

Regarding documentation — our position is that, since there is no significant change to either engine or airframe, none is needed. In our view, it's about like substituting an Essna elastic stop nut for a castellated nut and cotter key. So it's up to the "customer."

Should your IA mechanic raise a question, a log book entry should suffice. At most, a form 337.

The adapters are in stock for immediate shipment. Current price is \$150.00 per set, including shipment [as of 7/29/92. Ed.].

The adapter kit consists of eight dural bushings which push into the crankcase mounting lugs in place of the 530740 soft rubber bushings and related parts.

The old style rubber cones (pn 22387) are superimposed on the adapters and the O-200 will occupy and maintain exactly the same position it would if it were a C-90-12F [or C-85].

Members letters — let's keep in touch

By Tracy & Jean Louis Bérubé
C.P. 24
St. Roch des Aulnaies
Quebec, Canada, GOR4EO
418-354-2253

While probably still considered new to the Ercoupe family (purchasing our 'baby' 415-CD only a year ago, we certainly have had well ... shall we say, adventures.

Our home is up in the boonies of Quebec and I, ever the American city-slicker-wife had never stepped into anything smaller than a 747. But little 4504 has made the trip from Quebec to Miami, Fl., without a hitch, making lovely friends along the way.

Heck, even Mr. Spock, our three month old Yellow Lab flies at least once a week. We also are proud new members of Aero Port Joli, a well groomed 1700' grass strip. While the command terminal is yet to be built, we do have three full time tenants and are always thrilled at visitors.

The only thing needed to make our dream complete is to find skis for CFYXA so if anyone out there can help, give a call or drop a line.

We love the Capers and look forward to meeting some of the celebs we have read about.

[It's neat that Mr. Spock gets to start flying so young. My wife has suggested taking our yellow labs flying. I, thinking about 75-85 lbs of excited dog in the right seat (we only have the small baggage compartment), have declined to take either of the dogs along.

Is that your serial number: 4504? Mine is 4503! We should get them together for a reunion! Ed.]

By William Schonasky
8077 Portwood Turn
Manassas, VA 22110
Dear Skip,

I wish to express my appreciation for the assistance I received from you with the problem I had with the Ercoupe.

You cleared it up very nicely. The information clarified the difference I had with the inspector.

Thank you very much!!!

Erbin Baumgardner
Box 107, Bell Springs Rd.
Riceville, TN 37370

I first wrote to you, I believe, in 1987 and subscribed to the Ercoupe newsletter. At that time, I was contemplating buying either an Ercoupe or a Cessna 150. You had presented an excellent argument for buying an Ercoupe, dispelling all of the hanger horror stories about crosswind landings, non-rudder pedals and the general stigma of owning a "non-airplane."

But I didn't take your advice. (I'm probably not the first person who didn't take your advice.) Anyway, I ended up buying a 1968 Cessna 150 — a really nice airplane and fun to fly. I sold it in 1988 and bought a 1977 150 — another good airplane and I took it on some fun cross-countries to Ohio and Florida. Then I sold it and used the funds for higher education (a son in college).

However, I never have been able to get this infatuation with the Ercoupe out of my system. When I was a kid growing up in Ohio, my neighbor rebuilt an Ercoupe in his garage. I was fascinated by the beauty of this sleek, shiny aircraft. He trailered it to the airport and the next time I saw it, he was circling the house, canopy open. Oh, how I wanted to be up there with him.

I've had my license long enough now that all those hot-shot pilots don't intimidate me anymore. I fly for fun, not for speed. I don't care how long it takes me to get there. I enjoy the journey ... not the destination.

So, I'm on the quest for an Ercoupe — and this time I plan to buy one. I am making plans to attend the Ercoupe Convention in July. But I thought I'd better get my membership in and maybe get a copy or two of *Capers* to get caught up.

[Good choice, Erbin. Welcome. Ed.]

By Carl Fleece
3828 Wharton Dr.
Fort Worth, TX 76133
817-292-7422

We purchased Ercoupe 415-D N93536 about 3½ years ago. It had undergone extensive restoration for the previous 10 years but the project was not complete.

During the period we have owned it, the restoration was completed, engine majored and an STC completed to add two additional Forney tanks in the wings, delete the nose fuel tank, add a pressure fuel system and add a new windscreen that extends past the nose tank filler (which has been removed).

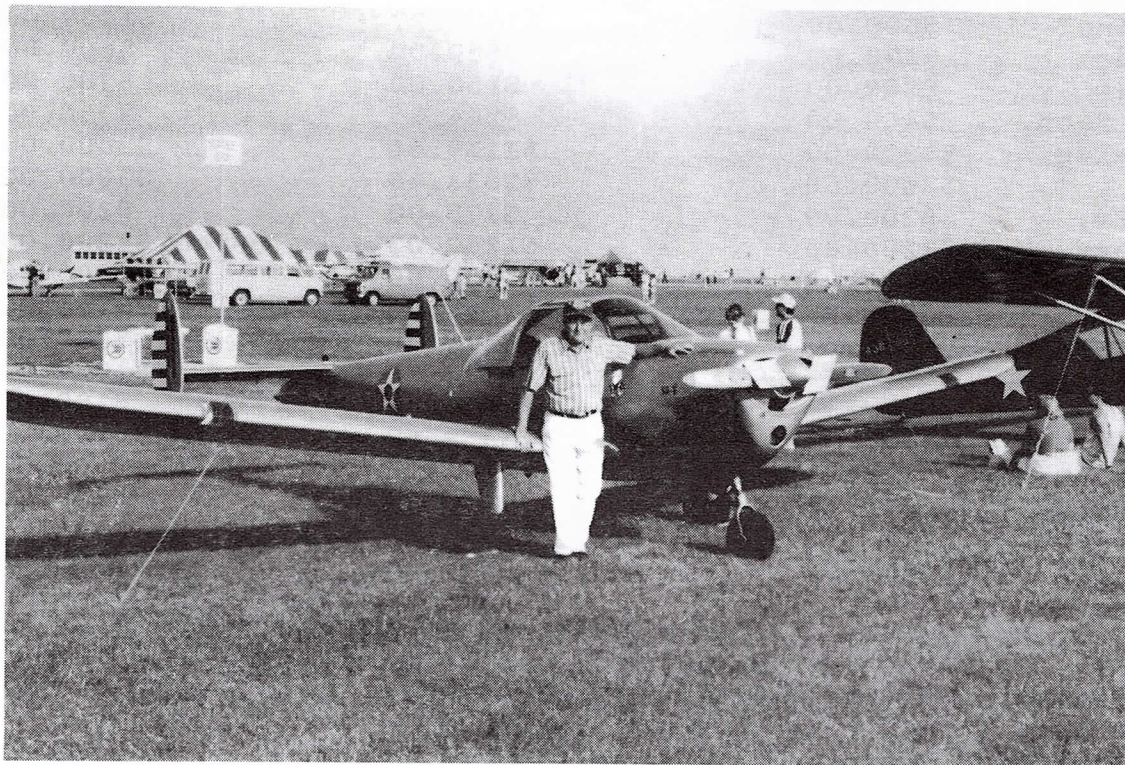
The regional FAA Engineering office approved the STC just recently after the aircraft was test flown three times by an FAA test pilot accompanied by me. He was very satisfied with the aircraft and now understands Ercoupes a little better since he was not familiar with them at all.

The last test flight was one with "hot fuel." The fuel was required to be between 110 and 115 degrees in the tank and an immediate takeoff was made followed by a climb to maximum altitude. We climbed to 10,250 feet without a burp out of the engine. Not bad for maximum weight and an 85 hp engine.

The Coupe is painted in U.S. Army Colors to represent a YO-55. I contacted Aerojet General in Sacramento, Calif. to obtain information concerning the rocket test and a 1941 picture of the actual test. The



After removing the fuselage fuel tank, Carl Fleece installed two Forney fuel tanks in the wings, outboard of the regular wing tanks. Note the new gradually sloping "flat" windshield.



Carl Fleece takes his restored coupe, outfitted as a YO-55, to airshows where he puts it on static display and occasionally flies it for the crowd. Carl is also a member of the Confederate Air Force.

document and picture are placed in plastic holders on the prop when the aircraft is on static display. I am a member of the Confederate Air Force, DFW Wing and have shown it at several air shows. It has received lots of attention.

**By Marv & Ruth Dunlap
Region 6-West Directors
(Michigan, Indiana, Ohio)**

We are getting together a monthly fly-out schedule and will be getting it to you after the Honey Acres Fly-in.

We put 20 more hours on our Coupe for the National Convention trip because we had to come back by way of Bismark, Mo., for some catfish and hush puppies.

Shirley did a fantastic job for our nationals. That will

be a hard act to follow for Wisconsin. We especially think Virgil at the college was a "Gem." He was amiable, smiling, helpful and just super #1 (even when he had to take care of the skunk at the dorm). Shirley really lucked out on this man and his shuttle drivers and staff.

I think it is great, also, that the Wing Leaders will have their name in the Capers as some of these states have quite a few members in the club. To divide the phone calls that seem to come in, especially on weekends, really can help and they deserve to be mentioned.

Marvin is busily getting everything in order once again on his "Alternator STC" paperwork to try once again. This has been an on-going thing for many years now.

FINANCIAL REPORT 1991-1992

<u>1991-'92 Budget</u>	<u>Actual</u>	<u>Proposed</u>	
Postage	\$3000.00	\$3024.00	\$4500.00
Printing	\$9000.00	\$11,502.03	\$15,000.00
Office Rent	\$1200.00	\$800.00	\$1200.00
Telephone	\$800.00	\$1527.27	\$1800.00
Insurance	\$800.00	\$600.00	\$600.00
Computer	\$200.00	\$150.00	\$200.00
Dues & Subs.	\$400.00	\$204.85	\$300.00
Fly-In Exp.	\$4000.00	\$1159.66	\$2000.00
Travel	\$3000.00	\$2633.48	\$3000.00
Photo Ex.	\$200.00	\$175.00	\$200.00
Secretary	\$1200.00	\$1200.00 - comp - membership	\$1200.00
Ex. Dir.	\$1200.00	\$1200.00	\$1200.00
Refunds	\$100.00	\$27.00	\$100.00
Bank Charges	\$50.00	\$170.00	\$200.00
Editor	-----	\$1104.18	\$3000.00
Shipping	-----	\$39.51	\$100.00
Inventory	-----	\$389.68	\$500.00
Auditor	-----	-----	\$500.00
Contengency	\$1000.00	\$200.00	\$500.00
TOTALS	\$26,150.00	\$26,106.66	\$36,000.00

Balanced Items

Fly-In Adv.	\$2000.00	\$2000.00
Scholarship	\$265.00	\$265.00
Lapenas Fund	\$800.00	\$800.00

Income	\$30,061.00
Balance Items	-\$3065.00
Balance	\$26996.00

May Balance (SEE ATTACHED)

Projected Income 1992-'93
 Memberships based on 1500 members (\$30,000.00)
 Advertising \$1500.00
 Club Items \$500.00

1992/1993 National Conventions

By Ed Burkhead

For the first time (that I know of), there was no group ready to bid for the 1992 National Convention.

A few tears on bended knee persuaded Sid Cohen, Events Coordinator for the Wisconsin Wing, to volunteer to host the event.

His volunteerism was a bit tentative, depending on the response back home. We hope that the response was favorable as we NEED a willing group to sponsor the event. Some people from Minnesota and Illinois volunteered to help.

In discussing the matter, Sid and I considered the probabilities of finding a willing college for a location. The University of Wisconsin at Stevens Point was suggested. We'll keep you posted.

Those willing to help, please contact Sid at 705 Kent St.,

Wausau, WI 54401, 715-842-7814.

1993

The Arizona Coupe Group volunteered to host the 1993 convention.

This fell in line with Joe McCawley's suggestion that most groups our size commit to their national conventions two years out.

Their offer to host the event in 1993 was accepted, pending comments from the members. If there are no objections received by September 15th, we will consider it decided.

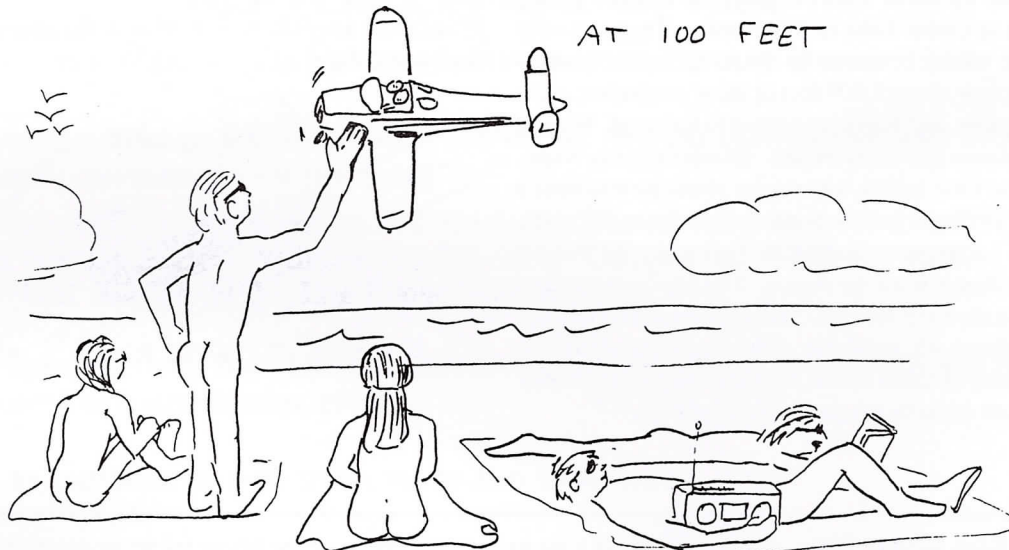
We'd urge other groups to start considering proposals for 1994.

[I'm personally looking forward to Wisconsin in 1992 and Arizona in 1993. Wisconsin is beautiful! The passes and airports are low on the southern route to Arizona and the scenery there is spectacular. It sounds like FUN! Ed.]

CROSS COUNTRY

PASSING MALIBU BEACH

AT 100 FEET



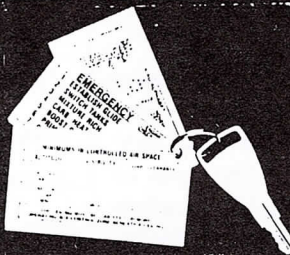
YOUR PILOT'S LICENSE

A replica of your pilot's license is photo-etched on a 5" x 7" gold or silver tone metal plate. Then beautifully relief mounted on a red, blue or black velvet background,

in an antique gold or silver traditional 8" x 10" frame. An elegant way to display your flying achievement in home or office. When ordering, specify red, blue or black background and gold or silver frame. Send copy of pilot's license and pilot signature in black ink in 3" line.

\$39⁹⁵

PLUS \$3.50
SHIPPING CHARGE



Cock Pit Placards KEY RING

Always Ready in an Emergency!
PLASTIC • EASILY READABLE

- Emergency Engine Checklist
- Airport Traffic Light Signals
- Controlled Airspace Minimums
- V.F.R. Compass/Altitudes
- Radio & Transponder Frequencies
- ICAO Alphabet

*** FREE LOSS PROTECTION** . . . Each key ring has your personal coded I.D. number. Finder drops key ring in any mail box and BLUE SKY guarantees return to you! **FREE!**

\$5⁹⁵

NO SHIPPING
CHARGE

BLUE SKY

13587 MINDORA AVE.
SYLMAR, CA 91342

1-818-367-3342

VISA AND
MASTERCARD **O.K.**

Region 5 is alive (they claim)

By Russ Jensen

Director, Region 5

Wisconsin, Minnesota, North and South Dakota

News of our mass license revocation for nonpayment of FAA dues has been greatly over-exaggerated. Living so close to the Canadian border, we are being constantly harassed by the border guards who suspect us of transporting illegal substances.

Funny thing is, whenever they fly over to make an ident, they end up stalling out and going into the trees — no chance to recover at our altitude. At any rate, they never got us and we continue to enjoy active flying.

A joint effort by Minnesota and Wisconsin this spring involved getting a group together and going to Oshkosh to shine Father Tom Rowland's Ercoupe. Each time we go down, we think it doesn't need it. Each time we're done it looks 100% better. It is a little jewel, sitting in the middle of the museum main floor, and is a classic example of what flying is all about.

You who live in temperate zones don't get a chance to do what we do up here. This February we had our annual winter fly-in at Cedar Lake in Wisconsin. They can only hold it in the winter because, in the summer, the runway melts. They plow about 5,000 feet of snow off the ice, make a big parking area, and everyone comes to the meet. We had about eight planes there this winter. Besides staying warm, we had a great time telling war stories about how to start a cold engine. Flying is great when the air is dense and quiet.

We also had a great time at the National. We fielded eight or nine planes from the region. The trip back ran into weather so we diverted for fuel. We picked an ideal field — there were about 40 acrobatic planes, grounded by the weather, waiting to refuel before they tried to get out. It only took us an hour or so to get gas — good choice.

FUGAWI!!!

I need help! The Fugawi award has not met all of its intended purpose. That is, the base was specifically designed to hold the names of the honored recipients from year to year. Duane Bye got me started again, looking up all the past honorees, and darned if I can find them all. Here is how I have it so far:

1984 Don Laird & Minor Lyne (first year?)

1985 missing

1986 Daryle Lessard (Telemark — ???)

1987 JoAnn Cooper

1988 George Gallaspy, Wes Heckes

1989 Herb Williams

1990 George Gallaspy, Wes Heckes

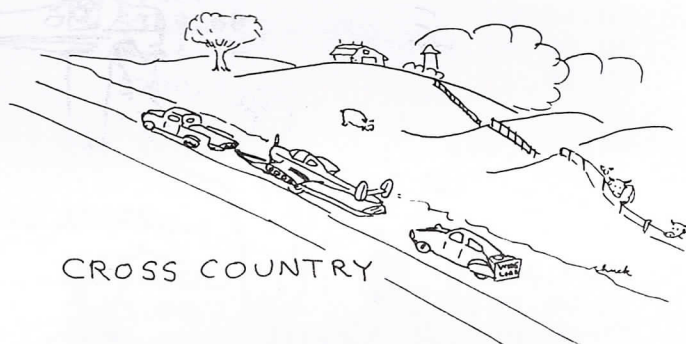
1991 Duane Bye

1992 Herb Reiskin

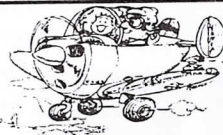
You out there know who you are. Let me know if this is right and who won it in 1985. I'm at 1082 Summit, St. Paul, MN 55105, 612-297-8818.

Good work on the Nationals, Shirley and your minions!!!

[Could you send the stories of how the award was earned each year? Ed.]



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

☐ (\$20.00 per year Dues)

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

TELEPHONE _____

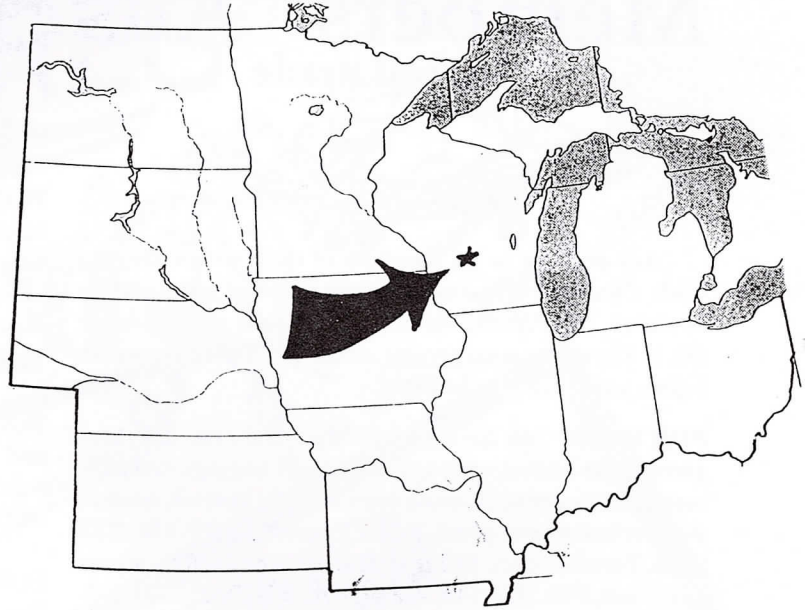
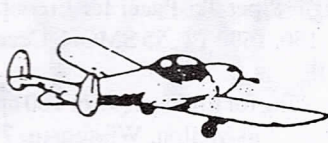
N # _____ SERIAL # _____

MODEL _____ YEAR MFG. _____

SPECIAL FEATURES: _____

NORTH CENTRAL STATES

WISCONSIN, MINNESOTA, ILLINOIS, INDIANA, MICHIGAN, OHIO, IOWA, MISSOURI, NEBRASKA, NORTH & SOUTH DAKOTA



COUPE
OLORAMA
AMP - IN OR OUT

BARABOO-DELLS AIRPORT - BARABOO, WISCONSIN

(C85) N43-31.5: W089-46.3 UNICOM 122.8

SEPTEMBER 12 & 13, 1992

SPONSORED BY THE WISCONSIN & MINNESOTA WINGS OF THE ERCOUBE OWNERS CLUB

CAMP OUT ON THE FIELD OF BARABOO-DELLS MUNICIPAL AIRPORT (BATHROOMS AND SHOWERS ARE LOCATED CONVENIENTLY ON THE FIELD)

or the following Motels; **Best Western** 608-356-1100, **Thunderbird Inn** 608-356-7757
Bear Motel 608-356-5511, **Willows** 608-356-6011, **Campus Inn** 1-800-421-4748,
Spinning Wheel 608-356-3933, **Log Lodge** 608-356-6552

PRIZES FOR BEST ERCOUBE, BEST FORNEY, BEST ALON, BEST M-10, LONGEST DISTANCE FLOWN,
LONGEST DISTANCE DRIVEN, ETC.

A BUS WILL BE PROVIDED TO TAKE US ON TOURS AND TO MEALS.

MEET FRIDAY EVENING OR SATURDAY MORNING AT THE MUNICIPAL AIRPORT. A REGISTRATION
TABLE WILL BE AT THE F.B.O.

TOUR OF CIRRUS AVIATION, BUILDERS OF THE CIRRUS VIKING KITPLANES (ON THE FIELD)

BUS TRIP TO THE CIRCUS WORLD MUSEUM

AWARDS BANQUET AND GENERAL MEETING SATURDAY NIGHT.

DEPARTURE AFTER LUNCH ON SUNDAY.

For More Information Contact; Syd Cohen 715- 842-7814 or Bill Matusack 708-639-4120

(or get here when you can)

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: '46 Ercoupe 415-D, O-200 (100 hp), hangared, fresh annual, auto gas STC, large baggage compartment, rudder pedals, Cessna seats, electric trim tab, modern skyport instrument panel, full IFR, mode C, AT-150, STS loran, Terra navcom. \$12,000 steals this one — firm. Myrna Lombardi, P.O. Box 144, Auburndale, FL 33823, 813-293-8560.

WANTED: Center section spar or assembly compatible to Ercoupe '46 415-C, serial #3363. Will consider purchase of entire airframe. Kim Brown, 47777 Portal Dr., Oakridge, OR 97463, 503-782-3813.

FOR SALE: 1 right wing. Excellent condition, ready to recover. \$400 FOB Chino, Calif. Also, 1 right wing with corrosion at attachment point — good only for rib parts, \$100 FOB Chino, Calif. Please call Gordon Myers 714-628-6539.

FOR SALE: 1946 Ercoupe 415-C. 85 hp, all metal, new Cleveland brakes and wheels, practically new tires, very good urethane paint, rebuilt panel with horizon, gyro compass, rate-of-climb, electric turn and bank, and electronic clock-timer. King KX-145 navcom with panel-mounted VOR head, Collins transponder. Landing gear strut covers with landing lights. Flown regularly. Total time 1765 hrs, 767 SMOH. Annual through November 1992. \$10,000. Bob Crosland, NC 919-725-4565.

WANTED: Right rag-wing for 415-C. Please call 704-243-1371. If not at home, please leave message or write Roy Bernice, PO # 1305, Lexington, NC 27293.

FOR SALE: Cowling ring with Dzeus fasteners, good condition, \$75.

Steel nose gear complete unit, rebuilt by member IA/A&P to factory condition. Single fork, new chrome inner cylinder, castings, bushings, fairing, & seals \$800 firm.

I will rebuild your NAS3A1 carburetor for \$200.00 plus parts.
Aerotech Services Co., Daryle Lessard, EOC #631, 5041 No. 85th Ave., Glendale, AZ 85305, 602-872-2933.

TRADE: Piper Tri-Pacer for Ercoupe. Tri-Pacer is 1958, PA-22-150, 1690 TT, 55 SMOH, Ceconite, hangared. Nice! \$13,500.

Looking for Ercoupe (90 or 100 hp) all metal, unpainted. Will deal. Jim Mellon, Wisconsin, 715-472-2365.

WANTED: Windshield trim piece. Also known as "cover, fuselage, windshield trim." I want to take off my bubble and return back to the original design windshield. If you would like to install the bubble and have the regular, I'll exchange plus freight or buy parts outright. Leonard Mullar, 301-774-1428 office or 301-774-5837 home.

WANTED: Good, used, cheap, 9" venturi, gyro compass and artificial horizon. Send card with lowest price and condition of unit. Loy Brewer, 26630 Mill Road, Frazeyburg, OH 43822.

FOR SALE: Skyport wheel fairings KE2-101 double nose fork (new) \$450 plus shipping.

New 30 gallon fuel system \$1550 plus shipping..

New gascolator C-85 \$50.

New suction gage \$60.

New single lamp landing light kit \$140.

New gyro filter assembly \$30.

McCauley 1ACF7150, 0 SOH by Leavens \$1,200.

New spinner, front and back plate \$175.

C-85 hub for tapered crank \$200.

1 ea, 6 gallon cowl tank, very good condition \$150 for 415-G.

1 ea, 9 gallon left wing tank for 415-G with fuel guage \$200.

1 ea, 9 gallon right wing tank for 415-G \$200. Both tanks in very good condition. [These tanks should also fit models C, D, CD, & E after serial #3468 according to Mark Huesdens. Ed.]

Phone: Pierre Nadeau, 100 Caron, Loretteville, Québec, Canada, G2B 3A4, 418-847-3752. If not there, leave message on the answering machine — I will call you back.

WANTED: Nose Cowl Assembly for a 415-C. I need the type that has the cold air intake hole. Please call with description — let's make a deal! Dale Yost, 5835 Red Bank, Galena, OH 43021, 614-895-7133 evenings after 7:45 Eastern time or anytime on weekends.



Ercoupe Owners Club



HONEY ACRES

CLINTON FLY MI IN



EVERYONE WELCOME

W 083 59.2



SOMETHING SPECIAL FROM AIRPORT OWNER FOR FARTHEST FLOWN!!

N 42 04.6

MODE C WAIVER IN EFFECT - ENTER & EXIT FROM WEST AT 2500 FT. OR BELOW

Ercoupe Owners Club

2:00 P.M. LUNCH-DINNER - BRING A DISH TO PASS
EVERYONE WELCOME

XXXXXXXXXX
T-SHIRTS
XXXXXXXXXX

122.9

WHAT:

XXXXXXXXXX
PATCHES
XXXXXXXXXX

WHERE:

"HONEY ACRES" - CLINTON, MICHIGAN
SMOOTH 3700 FOOT GRASS STRIP
BRING OWN TI-DOWNS

WHEN: SEPT. 13, 1992

ADDITIONAL
INFO:

EVERYONE WELCOME

PRIMITIVE CAMPING AVAILABLE - FISHING
NATURE TRAILS - BIRD WATCHING

"SWAP & SHOP
PLANE & PARTS"
ANY EQUIPMENT & PARTS WELCOME - FOR LARGE ITEMS BRING INFO
GIVE AWAY ITEMS WELCOME!! MAY BRING IN EARLY - CALL

FOR MORE INFORMATION CONTACT:
RAY KUSSMAIL 517-456-4806
MARY & RUTH DUNLAP 313-231-3392

OLDEST
PILOT!!

YOUNGEST
PILOT!!!



Upcoming Events

This includes early-in-the-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!

Wisconsin, Windfield, August 16th, 11:00 until 14:00.

Food and drink for a nominal contribution.

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.

Oregon, Tillamook, August 29th, Contact Mark Brewer, 503-692-8052.

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.

Michigan, Clinton, Honey Acres, September 13th, Sunday. Smooth 3700 foot grass strip, bring your own tie-downs. CTAF 122.9. **Mode C waiver in effect — enter and exit from west at 2500 ft. or below.**

N42°04.6', W083°59.2' Lunch-diner at 2:00 p.m. — bring a dish to pass. Swap and shop — planes and parts, any equipment and parts welcome — for large items, bring info. Give-away items welcome! You may bring items in early. Contacts are Marv & Ruth Dunlap, Region 6 West director, 313-231-3392.

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.

Southwest multi-region at North Las Vegas, Nevada (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.

Shall we make Ercoupe video?

By Douglas Magby
Cinematographer
Third Coast Productions
P.O. Box 190
Fort Worth, Texas 76101
817-334-0559

Recently I had occasion to read several articles in *Affordable Flying* magazine. This was their first edition with the Ercoupe on its cover.

Do you know if there are existent video tapes available on the Ercoupe aircraft? I am a photographer/camera operator for a television and film production company. I worked for FALCON JET CORPORATION for 6½ years and much of that time I did air-to-air chase photography and worked in the design group at Little Rock, Ark.

Do you think a good video tape on the Ercoupe would be readily received by the aviation enthusiast ranks? I realize that nothing is guaranteed in life, but I would like to know if there are Ercoupe owners in the Fort Worth, Grand Prairie, Arlington, or Dallas, Texas, areas that I could contact in order to start the initial phases of putting together such a tape.

I already have a distributor in the Los Angeles, Calif., area who would carry the tape and distribute it.

I would like your input to my idea, for I believe that the Ercoupe is a very interesting and unique aircraft worthy of some nice programming and photography.

If you can spare me a copy of your newsletter, I would like to know what it is about.

Thanks in advance for the time and courtesy.

[This seems like an excellent idea. The recent book "The Ercoupe" by Stan Thomas has been picked up by a bunch of people who are now looking to buy Coupes.

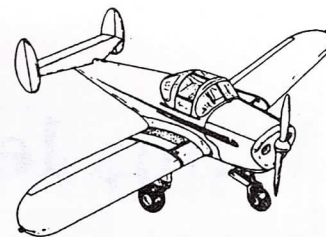
There seem to be a lot of flying aficionados who are fascinated by the Coupes, have heard mixed information about them, and want to know more.

I think that a \$69 tape would be useless. But if you can sell them for less than \$25, and preferably for less than \$20, you'll get a big audience from the curious.

Coupe owners may buy a thousand or two of them, as well.

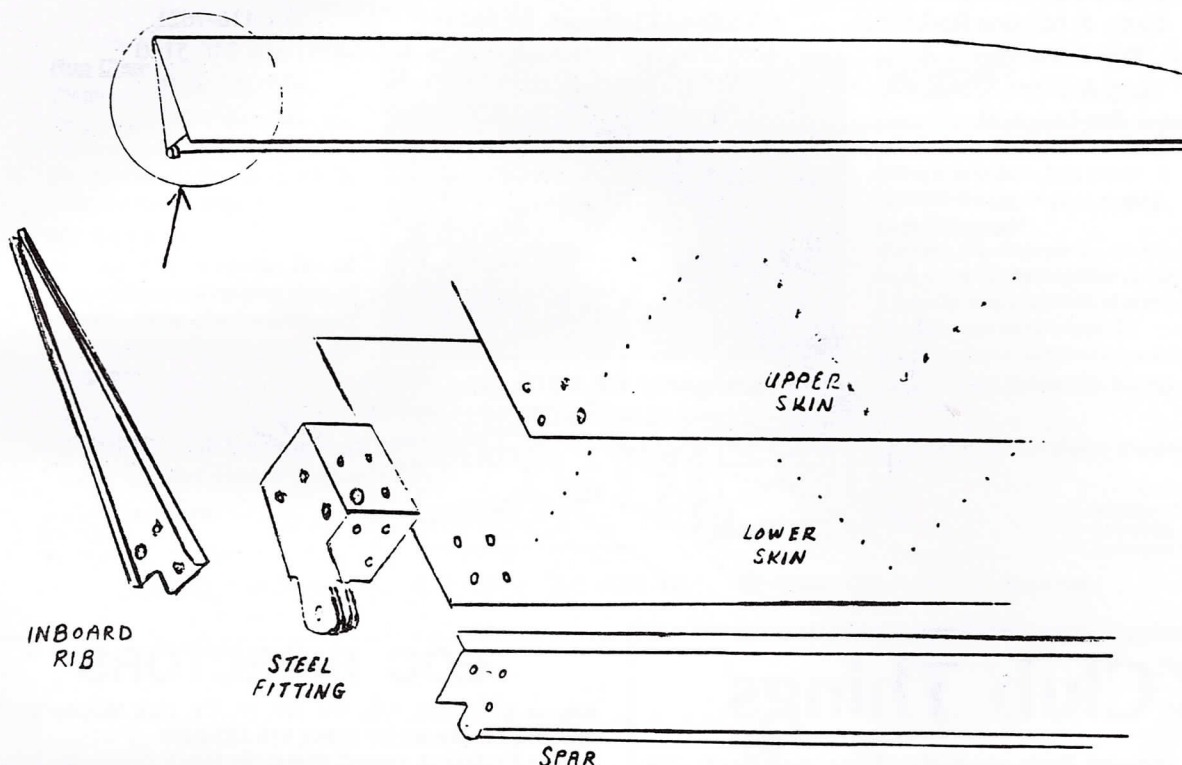
If you are interested in continuing, I'll be glad to help you research the details and write the script. Whatever level of help you want. Ed.]

ERCOUPE INSPECTION NOTES



ILLINOIS WING — ERCOUPE OWNERS CLUB

NUMBER 9



AILERON CORROSION

EACH AILERON HAS A STEEL FITTING AT THE FORWARD END FOR CONNECTING THE AILERON PUSH-PULL ROD. THE FITTING WAS ORIGINALLY PLATED TO PREVENT RUST AND CORROSION. ON SOME AILERONS, AFTER 45 YEARS, THE PLATING HAS ERODED AWAY RESULTING IN A STEEL OR IRON OXIDE TO ALUMINUM CONTACT.

THIS WILL CAUSE DISSIMILAR METAL CORROSION IN THE UPPER AND LOWER SKINS, END RIB, SPAR, AND THE STEEL FITTING. SEVERE CORROSION IN THIS AREA COULD CAUSE IN FLIGHT FAILURE OF THE AILERON.

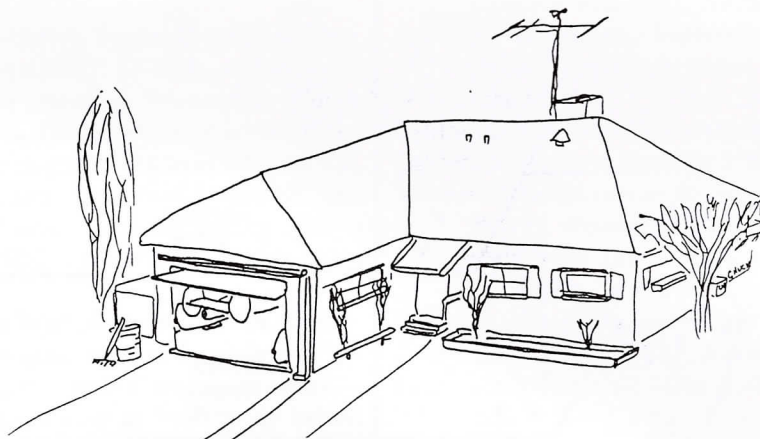
THIS AREA SHOULD BE INSPECTED FOR BROKEN OFF RIVET HEADS, BLISTERS IN THE PAINT, OR WHITE POWDER ON THE ALUMINUM SKIN. LOOK INSIDE THE AILERON THRU THE SMALL OPENING AT THE INBOARD END WITH A PENLIGHT. THIS WILL GIVE A LIMITED VIEW OF THE INTERIOR SURFACE.

IF CORROSION IS DETECTED, CONTACT YOUR MECHANIC TO DETERMINE THE CORRECTIVE ACTION TO BE TAKEN.

Wing leaders — who are they?

[This is just the beginning of this listing. All wing leaders or regional directors, please send us up-to-date names, addresses, and phone numbers for all wings. If I have any errors here, please let me know. Ed.]

Illinois: John Wright, Sr.....	#4 Flossmoor, RR 6, Springfield, IL 62707	217-546-0585
Indiana: Ron & Carolyn Kerlin.....	9485E 1000N, Syracuse, IN 46567	219-856-2921
Iowa: Cathy & Marlene Radebaugh.....	RR1 Box 112, Rippey, IA 50235	515-436-7621
Missouri: Ron & Marguerite Avise.....	4200 NW 79th Terr #3, Kans Cty, MO 64151	816-746-5120
Ohio: Terry & Diane Shankland.....	851 Islington, Toledo, OH 43610	419-255-2956
Wisconsin: Bill Matuscak.....	28824 W. Miday St., Cary, IL 60013	708-639-4120



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 12953, 518-483-2486.

Region 2, CANADA, Peter C. Philips-'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, 202 Jameson Rd., Easley, SC 29640, 803-855-0046.

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.)

PROTECT YOUR CONTINENTAL!!

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

with a

NEW OIL FILTER ADAPTOR KIT

MOUNTS DIRECTLY ON THE ENGINE - QUICK & EASY INSTALLATION

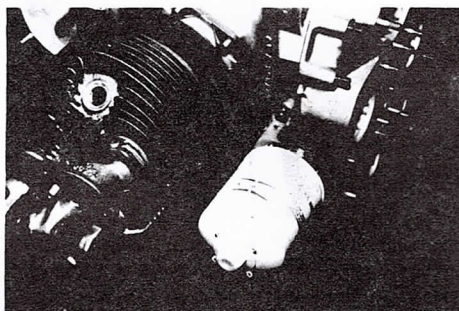
FAA/PMA Approved

• Run Cleaner!!

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

• Run Cooler!!

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



• Run Longer!!

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

• Run Cheaper!!

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



only \$189.50 complete
(nothing else to buy)



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

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

EL RENO AVIATION, Inc.

- Aeronca
- Luscombe
- Taylorcraft

1004 SOUTH COUNTRY CLUB ROAD

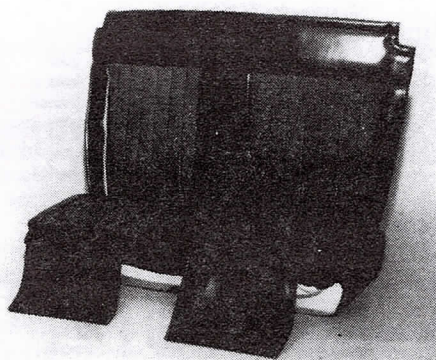
P.O. BOX 760

EL RENO, OKLAHOMA 73036-0760

*Fly high with a
quality Airtex interior*



Ercoupe replacement assemblies



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

*add 25% for premium fabrics

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

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

airtex PRODUCTS, INC.

259 Lower Morrisville Rd., Dept. CN, Fallsington, PA 19054 ★ 215-295-4115 ★ FAX 800-394-1247 (50 states)



ERCOUPE OWNERS CLUB
P.O. BOX 15388
DURHAM, NC 27704



SECOND CLASS
U.S. POSTAGE
PAID

DURHAM, NC 27701

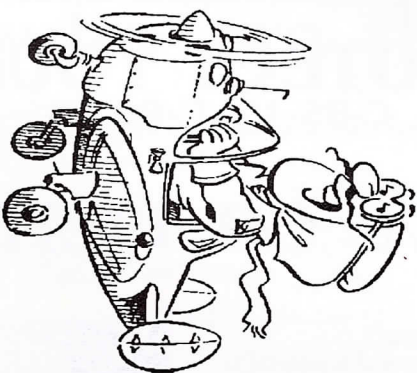
Mailed: August 12, 1992

Metal Polish  Metal Polish

Rolit of Minnesota

8891 Airport Rd.
Blaine, Minn. 55434
Business: 612-784-2362
Residence: 612-489-5450

VERN BROWN



Fly-About

Adventures and the Ercoupe By Paul Prentice

Unsolicited review by Michael Amerlian:
"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."

Uniquely different and in full color—Enjoy your Coupe! Send \$17.95 to Fly-About, P.O. Box 51144, Denton, TX 76206

Skyport

Aircoupe Services
Division of FRA Enterprises Inc.



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

PHONE: 1-800-624-5312

32032 Washington Ave. Rochester, Wis. 53167

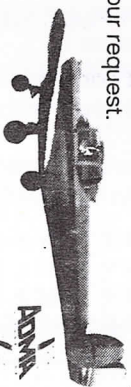
ERCOUPE OWNERS... Univair is the Ercoupe Factory

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

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



UNIVAIR



UNIVAIR AIRCRAFT CORPORATION
2500 Himalaya Road, Dept. CC
Aurora, Colorado 80011
Telephone: (303) 375-8882
FAX: (303) 375-8888
Telex: 317327

Touch of Class available again!

"The Ercoupe — A Touch of Class"



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