

Coupe Capers

MONTHLY MAGAZINE
OF THE ERCOUPÉ
OWNERS CLUB
November 1992



Cover Photo



"Our totally remanufactured Alon, serial A-232, N21DB is truly a practical fun machine," says Dr. Forrest M. Bird, Sandpoint, Idaho. The cover photo shows Dr. Bird over Lake Pend Oreille on final approach into the Bird Ranch. The photo was taken from the ground by Belgium's first Boeing 747 Captain, Pierre André Haegman, who is now retired, using a 500 mm lens and a fast shutter.

Volume 21, Number 11, November 1992

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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



The plane donated to Vitas Lapenas was on display at Oshkosh.

Photo by Ed Burkhead

Flying to Lithuania

Vitas Lapenas and Wayne Woolard

By Stanley G. Thomas
(Author of *The Ercoupe*)

On behalf of a host of well-wishers, top-ranked aerobatic pilot Patty Wagstaff recently handed the keys to a shiny rebuilt Ercoupe 415-C to Vitas Lapenas, former member of the Soviet aerobatic team.

The unusual presentation took place near Tucson on October 10 at an airshow sponsored by the Evergreen Air Center, Marana, Az. The event was the culmination of a three-year recuperation for Lapenas from a near-fatal flying accident; and of a nearly two and a half year effort to provide him with an airplane that would enable him to fly once again.

Vitas Lapenas was a world-class aerobatic pilot on the Soviet team. Some of his competitors were convinced that he'd one day be the world champion. But, in September 1989 at his home field in Vilnius, Lithuania, he struck a tree with his Sukhoi Su-26 while recovering from an inverted maneuver. The stocky Lithuanian was badly burned from the neck down in the ensuing fire and lost a leg in the accident.

The following June, Patty Wagstaff and Randy Gagne learned that Vitas was able to drive a specially-equipped car. They realized that he could as easily fly Fred Weick's two-control Ercoupe design.

Seeking an Ercoupe donor, they used the FAA registry to find Ercoupe owners and contacted Joe McCawley of the Ercoupe Owners Club for help. As a result of an article in Coupe Capers, Wayne and Audean Woolard of Castroville, Calif., donated their badly damaged Coupe which had flipped on its back during a dead-stick landing in a plowed field. Terry Hutter of Boulder, Colo., also donated an airframe (Mr. Hutter is not an EOC member). Under

the leadership of Hugh Kucewesky (of Lithuanian descent!), the students of the Emily Griffith Opportunity School, Denver, Colo., completely rebuilt the engine and airframe of the Woolard plane.

Many expensive new parts — major components contributed by Univair Corp. of nearby Aurora, Colo. — were incorporated into the rebuild. Throughout the effort, Wagstaff's harried aide, Karen Roberts, successfully attacked each of the numerous setbacks and kept the project moving forward.

The rebuilt Ercoupe was completed in time for the '92 EAA annual convention in Oshkosh, Wisc., so that "Miss Emily" could be presented there to Vitas Lapenas. It was then to be flown to Moscow, Russia, in the giant Antonov An-122 transport which was to have been displayed at Wittman Airfield. The plan fell through.

Wayne Woolard then flew "Miss Emily" to Patty Wagstaff's winter headquarters near Tucson to await further developments. A successful alternative plan was finally arranged in which B.F. Goodrich sponsored Lapenas' flight to Arizona and an Evergreen Airlines 747 would transport his Ercoupe to Moscow, Russia. The task complete, the world aerobatic community and all the project's supporters can now hail a job well done.

By Ed Burkhead

The story continues in an ever-changing way.

The FAA representative(s) in Arizona would not validate Vitas Lapenas' pilot's license for use in the U.S. (Could it have been the FAA inspector did not feel competent to check him out in a two-control Coupe?)

It was necessary to fly the plane to



Photo (left) by Ed Burkhead, photo (below) by Stan Thomas



Wayne and Audean Woolard saw an article in last August's Coupe Capers and it became bigger than they ever guessed.

"Coupe for Vitas" participants Audean Woolard, John Dobberpuhl, Wayne Woolard, Hugh Kucewesky and Karen Roberts.

New York City for placement on the Evergreen Airline's plane which would take it to Germany. From there, it would be necessary to fly the plane the rest of the way to Lithuania. Wayne Woolard volunteered to be the "pilot" to fly the plane to Lithuania.

Getting to New York City was not perfectly simple. There were problems with trim and the propeller that needed to be solved. One of the wing fuel tanks split at a seam, leaving a six inch gap. A stop at the Emily Griffith Opportunity School secured mechanical help. A call for help to your Coupe Capers editor got me to call John Wright, Sr., Mark Heusdens and Daryle Lessard for advice which I relayed back to Hugh Kucewesky, the project supervisor at Emily Griffith.

Besides repitching the propeller to a more course pitch, they checked the tachometer and found it was indicating several hundred rpm high. The school also got the fuel tank welded.

On the way across the Central states, Vitas and Wayne stopped at Springfield, Ill., on Thursday, October 22. John Wright, Sr., with help from his son, John, Jr., spent a few hours fixing things such as an unsupported muffler.

On the advice of the Evergreen staff, Wayne and Vitas planned to slip into JFK on Sunday, October 25th, the quietest day of the week.

As I write this, they should have arrived at JFK and be enroute on Monday or

Tuesday to Germany. In Germany (probably Frankfurt) they will put the wings back on the plane and fly on to Lithuania.

After arriving in Lithuania, Wayne will officially transfer title to Vitas, see a little bit of the countryside, then take the train back to Germany where his son is in the service. From there, Wayne expects to fly commercially back to San Francisco.

Special commendations are due to Wayne and Audean Woolard. Besides donating the airplane, they have covered the costs of flying the plane to Oshkosh, back to Tucson, to JFK, and presumably from Germany to Lithuania out of their own pockets, including lodging for Wayne and Vitas. During this period, Wayne has taken time away from his business risking attacks from the competition if they realize he is absent. Meanwhile, Audean manages the business, though she did fly to Oshkosh and Tucson for that part of the odyssey. Now, Wayne is looking forward to seeing Lithuania.

Another huge contribution needs to be noted. As stated above by Stan, Univair has made enormous contributions of parts to the project. In addition, they have created an open account for spare parts to help keep Vitas from being grounded for lack of some part.

Vitas said that, when he arrives, there will be four American planes in Lithuania, a couple of DC-9s, something else big and his Ercoupe. They do have some flying and gliding clubs which have planes, but his

Ercoupe may be the only personally owned plane in the country.

At the '91 EOC National Convention, the members present donated about \$800 to the project. At the '92 convention, the board of directors voted to give Vitas a free, 2-year subscription to Coupe Capers.

When Vitas and Wayne stayed overnight at Springfield, I drove down to visit them. I was able to give Vitas four back issues I had on hand including my copy of the directory issue. In addition, I printed out most of the October how-to-buy how-to-inspect issue for him.

Vitas is a very nice guy; it's easy to see why the aerobatic community decided to start this project. Since his accident, his only job is to advise the Spanish aerobatic team. For a couple of months each year, he lives in Spain. The rest of the year, he lives with his wife, small son and daughter in Lithuania.

In the accident, besides the burns and losing one leg, Vitas lost the fingers of his left hand. Nevertheless, he is a cheerful and friendly person. Repeatedly, he made comments reflecting his appreciation for the gift and that he thought it was really fun to fly the Coupe.

Worried that an aerobatic pilot would be unable to restrain himself in a Coupe, I mentioned how old it was. Vitas laughed and said that everyone had told him it was not an aerobatic plane.

We'll print the continuation of the travelogue as the rest of the story comes in.

1992 National Convention, Newton, Kansas

Preparing for our own sentimental journey to McPherson, Kan., brought the idea of lining up all Coupe models for a portrait. Left to right are an Ercoupe 415-C, Forney F-1 Aircoupe, Alon A-2 Aircoupe, Mooney A2-A Aircoupe, and Mooney M-10 Cadet.

With the planes they created are Fred Weick, original Ercoupe designer, and Lee Higdon and John Allen of Alon.



By Ed Burkhead

The National Convention of the Ercoupe Owners Club was a great success! What a trite thing for me to say. We had fun and we learned a lot. As usual. Better than usual, in many ways, because the crew who did the work did an excellent job. Shirley Brittan (with help from her husband Jim) managed the event and worked herself nearly to exhaustion, getting everything right. The helpfulness and just-plain-niceness of the whole crew was impressive.

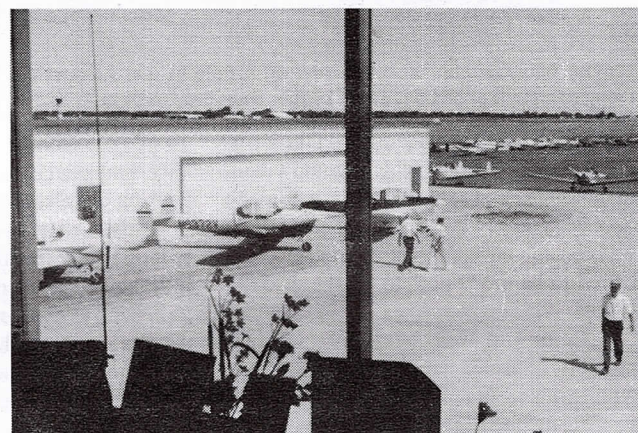
Shirley and all the rest of you who helped, you done good!

The town of Newton, Kansas, the airfield, and everything around there was flat! Very flat! The town was beautiful with tree-lined streets and nice people.

Outside of town the wheat fields did predominate. In fact, while the convention was going on, farmers were combining wheat between the runways and taxiways of the airport. One of our members, Clifton Istre from Louisiana, was attacked by an allergy to the wheat cutting and ended up in the hospital, missing much of the convention.

The college was very nice to us. The manager and three or four women students put in a lot of extra effort taking care of us. Their friendliness and caring were well appreciated by many of our members who commented to me about it.

At these events, I'm torn between attending it as a member or "covering" it as chief cub reporter for the *Coupe Capers*. I compromised this time by taking not-enough pictures and recording some of the seminars. (I plan to replay the tapes and transcribe and/or extract



Looking out Alon factory window at Alon Aircoupes on the ramp and other Coupes along the runway at McPherson, Kansas.

information during the winter months.) Unfortunately, I left the convention to continue nearly a month of traveling for the Army Reserve — when I find the tapes and listen to them, I'll bring you more information about the convention.

On Wednesday afternoon, a bus trip to "Boeing Surplus and The Yard" in Wichita let the mechanically minded members pick up good loot at very low cost. Several showed me the buys they had found, chortling at their good deals.

Mr. Currency Corner, Ron Kerlin, gave a seminar on prop balancing. He made convincing points that dynamic balancing of the propeller/spinner system would reduce vibrational damage and give a better ride. Ron does the balancing as a side-business.

Both John Allen and Lee Higdon, owners of Alon,



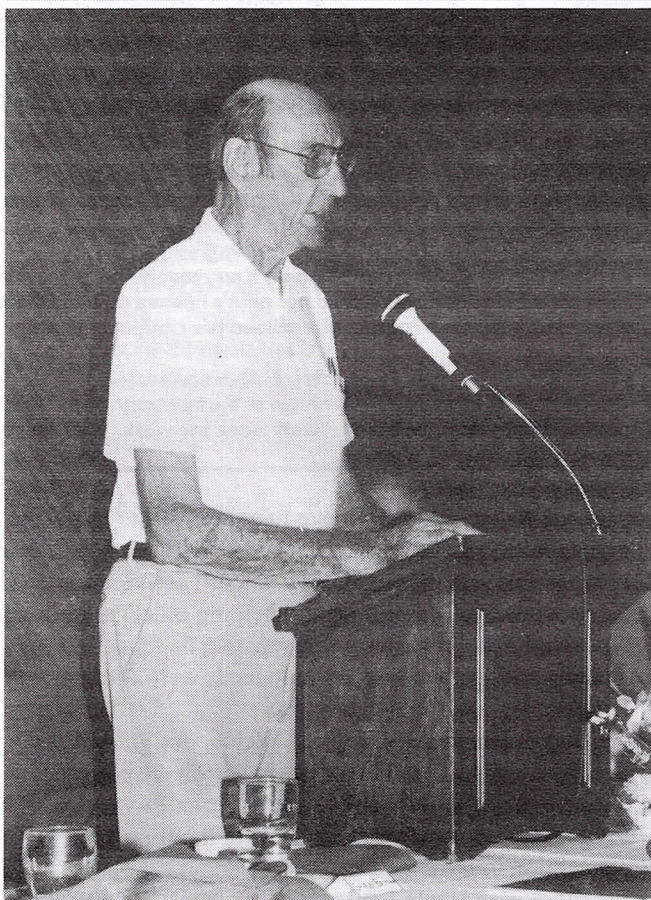


Left to right are an Ercoupe 415-C, Forney F-1 Aircoupe, Alon A-2 Aircoupe, Mooney A2-A Aircoupe, and Mooney M-10 Cadet.

Preparing a family portrait on short notice failed to be perfect when the fuel truck to be used as a camera platform arrived late.

It was necessary for planes to be loaded for the trip to the McPherson, Kan., site of the former Alon factory. Perhaps the planes look their best as people are getting in to fly them!

All photos by Ed Burkhead



Uncle Fred Weick, designer of the Ercoupe, spoke at the Saturday banquet, telling about a cross country trip during WWII.

attended. They gave a seminar about Alon's production of Aircoupes that was worth the trip by itself.

Friday morning, we held a fly-out to McPherson, Ks., just 30 miles away to visit the Alon factory. The building is now in use by an aero service but is in good condition.

Mr. Allen and Mr. Higdon gave me a tour around the

building pointing out where the assembly areas were, where the engineering section was and telling how they looked out their windows at the factory floor and the flight line. It was fascinating.

It was also beautiful to see 10 or so Alon Aircoupes parked in front of the Alon factory door! The mayor of McPherson came out to give a speech honoring Mr. Allen and Mr. Higdon for the good they did for McPherson, Kansas, and the local press covered the event. Three former Alon employees also attended and enjoyed talking with the Alon owners and each other.

Saturday afternoon, John Wright, Sr., with preparation help by Jim Mayhall, both from Illinois, gave a maintenance seminar. John told about several maintenance solutions he's developed, giving many part numbers and installation instructions. John asked that I not publish a transcript in the Capers — after all, these seminars are the bonus for the effort in traveling to the convention. We won't say that the FAA wouldn't rubber stamp everything he said, but I would say that John's suggestions are very good.

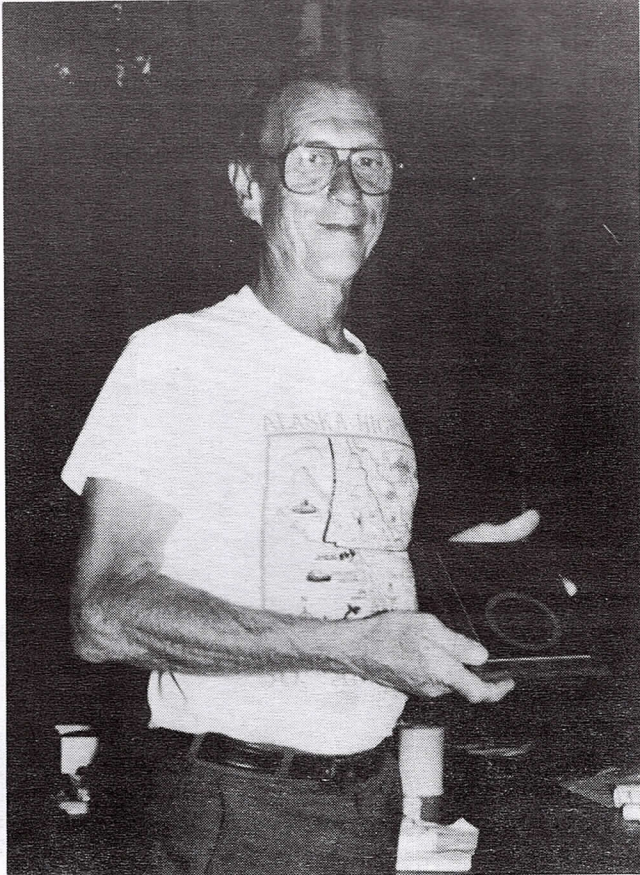
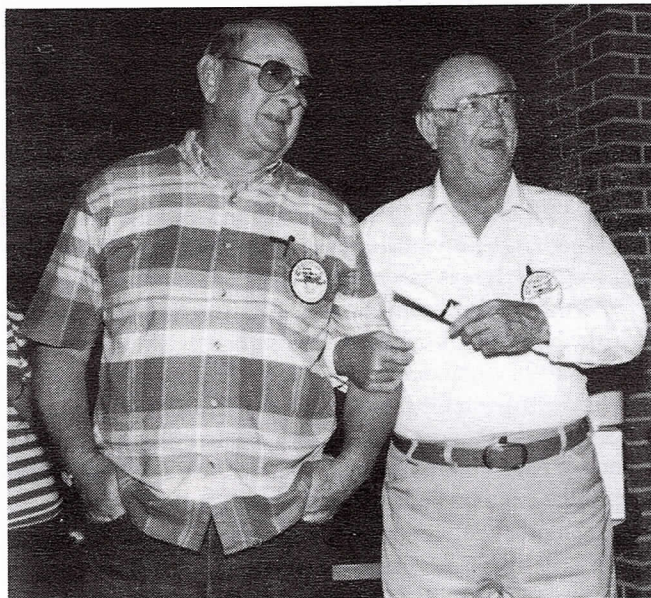
Later Saturday afternoon, Nancy Cullen, an FAA air traffic supervisor at the Wichita tower and a new EOC member and owner, gave a seminar about the FAA and the traffic control system.

It was interesting — when she started, I could feel the hair rising at the back of my neck from my hostility toward this representative of the "enemy." Before 10 minutes had passed, she had calmed me down with her reasonableness and sensibility. I hope there are many traffic control people like her. From my experience, there are, yet the exceptions sure stick in my mind!

Nancy has only had her private license since June 30th and she first soloed the Coupe she owns with her

92 National Convention

Continued on page 6



Photos by Ed Burkhead

Top right, John Rogers who flew his Coupe down from Anchorage, Alaska, received the prestigious People's Choice Award. His plane was selected by the attending members from all hundred or so Coupes present.

Top left, Nancy Cullen from Wichita, Kan., received the newest pilot certificate. Nancy received her pilot's license on June 30th, days before the convention. She soloed her Coupe at Newton.

When Stan Jennings, Tucumcari, N.M., received the "Save-a-Coupe" award, he drug Gary Whitlow to the front with him. "I just put up the money," said Stan. "Gary does the work."

92 National Convention

Continued from page 5

father at the convention. (You'll recall the story we ran in August in which Nancy told about her first solo flight.)

The Friday afternoon side-trip to the Kansas CosmoSphere air and space museum was quite good. They had a bunch of fascinating exhibits. It was a fantastic bonus as a side-trip.

On Saturday morning, twenty or thirty Coupes flew to another nearby airport at El Dorado, Ks., where an EAA chapter was holding its annual fly-in. The EAAers were fascinated by the beautiful Coupes. We stacked the ballot box for the best homebuilt with votes for Jim Brittain's Lancair — it really did deserve the award and he did win.

At the El Dorado fly-in, I met, for the first time, Kelly and Edna Viets who came to meet old Ercoupe friends. The Viets organized and ran the International Ercoupe Association for seven years, ending in June, 1979. Those who know them well tell me there are very few people who know as much about Coupes as Kelly.

Though the Viets haven't been members of the EOC (the competition between the EOC and the IEA seems to have gotten bitter at some time), they are still active with Coupes, owning, rebuilding and helping others with them. Kelly and Edna came to the convention banquet Saturday evening and met many new Coupers as well as old friends.

At the banquet, Uncle Fred Weick, designer of the Ercoupe, told a story about his trip across the country during WWII, with Dorothy, to deliver an Ercoupe and get a vacation. As always, it is worth the trip to the convention to have a chance to talk about flying and Ercoupes with Uncle Fred.

Shirley counted 109 airplanes, but a few more showed up as well, making the count a bit over 112. A few of those were other than Coupes. If weather hadn't kept groups like the Wisconsin Flock from making the trip, it would have been the all-time record. Nevertheless, this is the second or third highest turnout ever and the best in over 10 years!

Again, congratulations for a job well done, and thanks from us attendees for your having done it so well!

1992 National Convention

★ Awards ★

Fred Weick Award: Joint award — Ron and Marguerite Avise, Kansas City, Missouri. This award is given to the person who has done the most, over a period of time, for the club and Coupe owners. Ron and Marguerite have jointly participated in the running of two national conventions (neither in their own state) and yearly contribute days of time to help prepare and run the Arkansas Picnic. At most other Coupe events they attend, Marguerite is to be found at the registration tables and Ron will usually be found parking airplanes. They are consistently helpful to other Coupers and have been great contributors to the Coupe community for years! Congratulations, Ron and Marguerite!

Longest distance flown: Cheryl Gilmer, Anchorage, Alaska, 3,300 + 50 feet (She and her husband, Ken, park their plane 50 feet farther from Kansas than does John Rogers who accompanied them on the trip).

Longest distance driven: Robert Kroger, Everett, Washington, 2,192 miles.

Longest distance commercial: Gene Gagliardi, Vero Beach, Florida.

Oldest pilot: Opal Walker, Roswell, New Mexico, 81 years.

Youngest pilot: Jay Ferrell, Annandale, Minnesota, 23 years.

People's Choice: 611P, John Rogers, Anchorage, Alaska.

Best Ercoupe: 93841, John, Jr., and Kathie Wright, Springfield, Illinois.

Best Forney: 3003G, Garry Bye, Cambridge, Minnesota.

Best Alon: 6529Q, Gary Kirby, Huntsville, Texas.

Best Mooney: 9527V, Jay Ferrell, Annandale, Minnesota.

Most Original Ercoupe: 94621, John Sutton, Independence, Missouri.

Best Instrument Panel: 6560Q, Ron Kerlin, Syracuse, Indiana.

Best Exterior Paint: 2279H, John Wright, Sr., Springfield, Illinois.

Best Interior: "31031J" Owner unrecorded, N-number uncertain, sorry — please send us note and we'll print it next month!



Photo by Cathy Radebaugh

Cheryl Gilmer (pilot) and her husband, Ken Gilmer, received the longest distance flown award for flying 3,300 miles + 50 ft from Anchorage Alaska. (Their hanger is just past John Rogers.)

Best Engine: 611P, John Rogers, Anchorage, Alaska.

Lowest Serial Number: #253, N87080, Ron Madsen, Watertown, South Dakota.

Save-a-Coupe: Stan Jennings, Tucumcari, New Mexico. Stan finances a full time mechanic, Gary Whitlow, who restores Coupes. Stan has restored over 20 Coupes, so far.

Newest Pilot: Nancy Cullen, Wichita, Kansas, received her license June 30, 1992, and soloed her and her father's Coupe at the convention.

Hard Luck: Terri and Diane Shankland, Toledo, Ohio. Enroute to the nationals, a mag failed stranding them just outside Peoria, Ill. After receiving parts from John Wright, they had to go home, missing the convention.

Fugawi Award: Herbert Reiskin, Albuquerque, New Mexico. Herb came to the nationals as part of a group of New Mexico Coupes. On Saturday, he joined a stream of planes that traveled from Newton, Ks., to another town where an EAA convention was being held. For the return to Newton, however, there wasn't a stream of Coupes to follow and Herb didn't have a map for Kansas. He wandered around Kansas for 2-3 hours, finally landing at Salina, getting a map and heading back to Newton, arriving minutes before the search was to be launched. Perhaps this is the most appropriate award, ever, for the "Where the Fugawi" Award.

1993 National Convention Ballot

By Syd Cohen

Wisconsin Wing Events Coordinator

If you were at the '92 Nationals in Newton, Kansas, you were probably present when no one had a proposal for the '93 Nationals. Because of that, I proposed that the Wisconsin Wing host the '93 Nationals.

We tentatively planned to hold it in Stevens Point, Wisc., just before the EAA Oshkosh convention with a side trip to Wisconsin Dells one day and a group fly-in to Oshkosh on the morning following the awards banquet.

The members at Newton approved that proposal and as soon as I got home, I made bunches of phone calls to set it all up.

The first call told me that the dorms at the University of Wisconsin, Stevens Point, were booked up for the whole month of July '93 due to a pro football team using the UWSP campus for summer training.

I then called the Wausau Airport, a nice, quiet airfield with two paved runways, 3,375' and 4,950', auto gas, 100LL (and Jet A for those of you who have those very high performance, jet combat Ercoupes sometimes referred to as A-10s), and lots of parking space. The airport also has lots of camping space and, hopefully by July, showers.

Wausau is a city of about 40,000, about 40 miles north of the center of Wisconsin and 100 miles northwest of Oshkosh.

The Wausau airport is located right on the southern edge of the city and is on one of the city bus lines.

I talked to my fellow members of the Wausau Area Pilot's Association and EAA Chapters 640 and 243 who said they would be glad to help in any way they could. Then I called the UW Wausau campus housing office and they said they will be glad to have us. The only problem is *they only have room in their dorms for 114 people*. Everyone else will have to stay in motels (there are many) or camp at the airfield.

Then I called EAA and talked to Tom Poberezny, (himself) who said our group fly-in to the EAA convention would be very welcome and that they would have a special parking area set aside for all of us.

I received a lot of feedback about our plans from EOC members at Oshkosh '92 and have designed a questionnaire to determine your preference. The dates of the '93 EAA Oshkosh convention are July 29 — August 5. My original

idea was to hold our convention Friday, Saturday and Sunday (July 30, 31 and Aug. 1) and then do a group fly-in to Oshkosh on Monday, Aug. 2. Many people said they really wanted to be in Oshkosh on the weekend and would rather have our convention earlier in the week before Oshkosh.

Instead of cutting up your *Capers*, just copy this page and send in the filled out copy or hand-write the information on a postcard or piece of paper.

1. Dates — ☐ Tuesday, Wednesday & Thursday (July 27, 28 & 29) and fly into Oshkosh on Friday, July 30.

☐ Friday, Saturday & Sunday (July 30, 31 & Aug. 1) and fly into Oshkosh on Monday, Aug. 2.

2. Do you want to fly into Oshkosh in a group?

☐ YES ☐ NO

3. Do you want to park with other Coupes in a group?

☐ YES ☐ NO

If so, should we be in an airplane camping area?

☐ YES ☐ NO

4. Program — do you want:

A. Poker run? ☐ YES ☐ NO

B. Bus tours to points of local interest?

☐ YES ☐ NO

5. COMMENTS:

Please fill out questionnaire and send it (or handwritten answers) to:

Syd Cohen
705 Kent Street
Wausau, WI 54401-6933

Tangier holly-run!

By Ed Nabb

Come help us deliver holly to tree-free Tangier Island in Chesapeake Bay. Assemble at Cambridge-Dorchester



Airport, Cambridge, Maryland on Saturday, December 5, 1992. Arrive by 10:30 and we will depart by 11 a.m. Snow date is Saturday, December 12, 1992.

This is not a scheduled event nor formation flying. It is just a group of flying friends engaging in a pre-Christmas tradition.

For information, call Ed Nabb, 410-228-5252 or Cambridge-Dorchester Airport, 410-228-4571.

Letter to Dad

7/24/92 -> 7/27/92

As transcribed by LCB, the sister, whose interest in the plane is purely aesthetic.

Dear Editor,

Help! I'm still reeling from my recent trip to Colorado (my first visit with my parents in four years!!), where I was forced to view numerous photographs of your most recent little get-together in Newton, Kansas.

Imagine the sinking feeling I had when my father casually announced that my older brother (I'll call him "Eric") had been granted full custody of the Ercoupe (we'll call her "N99672, serial #2295") upon our father's demise. (God forbid?)

*To check the legitimacy of my claim, call "Eric" at 1-800-ER-HOGG. [*Verification failed. Ed.*]

Don't get me wrong! These are great guys! I just worry about these little lapses in judgment! I would give "Eric" the shirt off my back. But, he lives in downtown Washington, D.C.! What kind of "judgment" would you call that?!

I know that "Eric" has always been perceived as being the "reliable," "responsible" one (like the Coupe!) — but what about Passion?! Doesn't passion count for anything in the world?

Where's the wisdom in trying to confine the radiance of the Coupe to one man, when the Creator, Fred Weick, so obviously meant it for two? Shouldn't someone who holds the keys (so to speak) to something that could so clearly benefit all mankind feel compelled, called upon, if you will, share it? Should this kind of thing be left to the whims of those in positions of power?

My questions for you are:

#1) — Do you think this could be my father's way of getting back at me for some imagined slight? [*Yes. Ed.*]

#2) — Are my feelings normal? Have you ever heard of a problem like mine? Should I seek counseling? [*Yes. Ed.*]

#3) — If I can't share the Coupe with my brother, don't you think I'm (at the very least) entitled to the pictures of Mr. Weick signing Dad's log book? [*Yes. (Copies, anyway.) Ed.*]

Sincerely,

{signed}

F. Gilbert Baldwin
1513 A Drake Ave.
Austin, TX 78704

P.S. Do you believe in destiny? I'm asking because my parents named me Fred also.

P.P.S. We really love you, Dad!

Jim Webb dies

By Skip Carden

I just received word that Jim Webb, of Webb insurance Company, passed away July 24, 1992.

As many of you know, Jim led the fight for lower and more comprehensive rates for small plane pilots. He was able to show the insurance companies that, yes, we were safe, responsible pilots which resulted in lower rates.

I had the pleasure of flying with Jim in a T-34 which he flew down here just so I could fly it — that is the kind of guy he was. I know I will miss him, as will his wife, Pat, and his many friends and relatives.

Pat sent me a copy of the program from his memorial service which contained the following:

James Lawrence Webb

January 1, 1933 — July 24, 1992

A REMARKABLE MAN

Know him for a day and you never forget him.

Know him for a week and he could change your life.

He was a "man" in the true sense of the word. A man of great principle who stuck by his convictions. He was a man of great courage, intelligence, giving, teaching — and always encouraging.

He never looked at anything as half-empty, but always half-full.

He loved his God.

He loved his Country.

Friends traveled from every part of the country to visit him during the past four weeks to tell him how much they loved him, how much he had changed the course of their lives and to bid their friend farewell.

The tributes awed and amazed him.

When he was asked what was the most important thing in life, his response was always "love and laughter." And he did keep us all laughing.

Life is a celebration.

There are only to be smiles here.

(Author unknown)

Goodbye Jim from all of the members of the Ercoupe Owners Club.

MEMBERS' LETTERS

INFORMATION WANTED: on a workable and effective antenna for use with a Ray Jefferson PL-99 Ioran. Has anybody gotten anything to work? Please leave your number on my message service and I'll call you. Dale Pederson, 206-292-3919 or write c/o SKT, 5206 Ballard NW, Seattle, WA 98107-4865.

By George Phillippy
P.O. Box 784
Syracuse, Kansas 67878

I still can't find Coupe N94840. It was re-built here in Syracuse and then sold to Mr. Beam in Omaha, Neb. Mr. Beam sold it to someone in the general area. I'd like to ask the members if anyone knows where it is.

The bird was a natural aluminum body, grape (?) colored fabric wings with black scallop trim on the leading edge.

It's not really important, I'd just like to know where the old bird is and who has it. Please contact me at the address above or at 316-384-7434.

By Joe Brewer

My thanks to *Coupe Capers* for the classified ads for my planes. I've had, to date, 26 phone calls about them. I had to miss Thursday and Friday of the convention because I was busy selling planes!

Would you believe — four planes sold over the phone: The Piper PA-16 Clipper to Rocky Ford, Colo., a Cessna 170 to Delaware, a BD-4 to Clinton, Ala., and Schweizer 2-33 Sailplane to Wichita, Kan. I still have two Stinsons, two Ercoupes and a '58 Cessna 172 for sale. Thanks again.

By Ray Elliott
419 E. Union St.
Circleville, Ohio 43113

I would like to join your Ercoupe Owners Club. I am not an owner of any type aircraft, or a pilot. I owned an Aeronca 7AC for a short time while in the Navy (late 1959) but my duty hours and my instructor's hour didn't work out often enough to get my license before my discharge. The plane was sold and I never finished my lessons.

I had planned on retiring this year, but I decided to work till the end of next June 1993 (for me). This extra year is for my Ercoupe. I just finished reading Stanley Thomas' book *The Ercoupe* and it only encouraged me to become an Ercoupe owner (not that I needed encouragement). It really made it harder to wait, but I need the extra time retirement will bring to locate a plane and get my lessons started again.

[Can any of you Ohio Coupers help get Ray involved in Couping? Maybe take him to a fly-in or something? We can't take the chance that he might get seduced by some other type airplane between now and June, can we? Ed.]

By Ray Schoning
Milford, Iowa

What can I say!

Many years ago, when Jim Jackson of Spirit Lake, Iowa, was still with us, he tried to convince me to join the EOC for so many reasons, especially comradeship of many good people. Jim lived about 15 miles from me and I was him often and we talked by phone.

[Ray missed the EOC banquet at Oshkosh because he was injured in a moped accident while working as a volunteer for the EAA convention. Ed.]

I was very sorry to miss the annual get-together at the West Haven Club — one of the most important activities of the EAA for me each year. I have volunteered at EAA Flight Safety for 13 or 14 years. I work the Antique/Classic ramp, so probably I've "waved" most of you to be parked at one time or another, if you have flown in.

A special thanks to John, Sr., and Rita Wright, John Wright, Jr., and Shirley and Jim Brittan for keeping track of my recovery after my mo-ped accident at Oshkosh on Aug. 1st.

I got home, here in Iowa, on Aug. 11. Recovery is slow for an old man, you know.

Again, thanks to everyone who has shown concern for my welfare. My patient wife, Mickey, will probably need therapy putting up with me.

By Ed Burkhead

Dave Vernon seems intent on inviting Coupers to drop by to visit him when they go to England. He's just sent me a travel brochure about "Golfers' Guide to Southport, The Golf Centre of Europe" listing the six golf courses in his home town.

By Jack Reeves
Carthage, Texas

Please add an Alon, 1965, N718RS #A-82 to my membership information. I bought it this month.

I'm sorry to tell you that Jim Ritter of Carthage, Texas, the former owner, was killed in an auto accident on September 2, 1992.

He and I had just returned from Oshkosh three weeks before. We had made the trip in N718RS. It is one of the nicest Alons I have seen and IFR equipped plus Ioran. Only 1,400 total time. Jim loved that Coupe.

[All our condolences go out to Jim's family. If there's anything we can do, please let us know. Ed.]



By James Hudson
48 Middleton Way
Bramalea, Ontario
Canada L6S-4B1

I felt it was time to drop the Coupe Capers a little note on C-FAQE along with a couple of photographs. My Ercoupe is a 1946 vintage, model 415D, with a total time of 1750 hours. It has rudder pedals, bubble windshield, large baggage compartment, wheelpants, full panel and night equipment.

The aircraft was completely dismantled and restored over a three year period and put back into the air about two years ago.

It has an Airtex interior complete with headrests. I use an I-Com nav/com and a Sigtronics intercom.

The aircraft is 880 lbs empty and it cruises at 110 mph indicated with 2350 on the tach and me and full fuel. The engine is a C-85-12F with 850 hours since major overhaul. The prop is a 7150.

The plane is finished in Insignia white with Oxford blue trimmed in gold pinstripe.

I use the plane as primary transportation for my business of aircraft salesman. It sure turns enough heads wherever I go.

I have an enquiry to make, Ed. Does Coupe Capers have any information on the installation of skis for our airplanes? If so, could you pass it along to me? Thanks. Wag-Aero sells the nose ski, but I have no idea what the main ski is or how the rigging is set up. That's it for now, I really enjoy the terrific newsletters, keep up the good work.

[The main landing gear skis are "Federal A-1500" (maximum load 1500 lbs.) according to Aircraft Specification A-718, which applies to 415-C and 415-CD planes. A-718 has a little bit more information. It says: "Export eligibility ... Canada - Landplane and skiplane eligible."

A-787 (which covers the D and later planes says: "Export eligibility ... Canada landplane eligible; skiplane not eligible; however, structure complies with Canadian requirements. Maximum pedestal height 8-1/2 in. to center of axle; tread identicle with landplane." I can't find any other mention of the skis in A-787.

Do see airworthiness directive 52-25-2 Ercoupe which has to do with using the Coupe models 415-C and CD on skis. Ed]



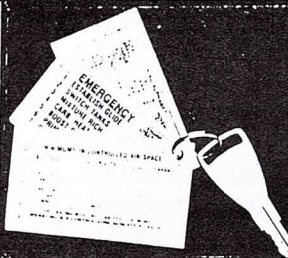
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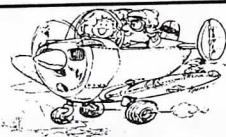
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Best Ercoupe	N94196 Syd Cohen	
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SPECIAL FEATURES: _____

Alternator STC

By Ed Burkhead

Is it the answer to every Couper's prayers? I doubt it. But it is an alternative that will improve a lot of Coupes.

This week, I received a letter from Fred Lagno of Barnstormers Aviation. In it, Lagno described an STC he owns for using an alternator in our Coupes.

The STC includes: installation of alternator system on ERCO 415-C, 415-CD, 415-D, G, E, with Continental engine C-85-12; ERCO 415-C, 415-CD, 415-D Forney F-1, F-1A, Alon A-2, A2-A, Mooney M-10 with Continental C-90-12; and ERCO 415-D with Continental engine O-200A.

The cost of using Lagno's STC is \$75. He provides the certificate, instructions and a list of suppliers for parts.

A quick call to Lagno brought on a round of telephone tag followed by a lot more information.

This STC was originally developed for the Cessna 120-140s — because of that, they never did testing for the C-75 engine. Sorry, people, but if you want to upgrade to an alternator using this STC, you'll have to convert your engine and change your propeller and baffling for 85 hp.

The STC calls for using a 60 amp alternator and

The Club has 337s covering all Coupes except the M-10; Available to members at \$1.00ea.

regulator, and rewiring your plane's electrical system to handle the increased amperage. After all, the plane was wired for a 13 amp generator and a 60 amp alternator could provide enough power to overheat some old, small wires.

In applying for the STC, Lagno used seven part numbers for the alternator. These include: Cessna C611501-0201, 0202, 0203, & 0204; and the Ford part numbers D0FF-10300-F & D6FF-10300-C. (I've missed one part number.) The STC allows one of two voltage regulators: Cessna C611001-0201 (the newer semi solid-state regulator) or C-611011-0102 (the older type electro-mechanical). You'll need two alternator bushings, an ammeter (the STC lists both Cessna and Stewart Warner parts), a voltmeter, circuit breakers, a Cessna noise filter, and aircraft wire.

The STC uses most of the same drive system for the alternator as you are now using for your generator.

It should be noted that the volt meter takes the place of the overvoltage cutout — it is pilot monitored with the pilot having the option of disconnecting the system in case of an overvoltage problem.

If you buy everything new, Lagno estimated the costs to be about \$800-850 for parts of which about \$450 is for the alternator. Lagno had heard that El Reno had the alternator and voltage regulator for sale for less than \$450.

The STC may be purchased from: Fred Lagno, Barnstormers Aviation, RFD 2, Box 283, Queenstown, Maryland 21658 or call 410-827-7896.

Condensed from
Bloomington, Indiana "H-T"
(Herald-Tribune?) article on
August 18, 1992

By Teri Klassen

Forced landing

An Owen County pilot in a 1946 airplane successfully managed an emergency landing Tuesday in a newly cut wheat field east of Bloomington.

Pilot William Dizer and his passenger, Trent Tyler of rural Spencer, were not injured and the plane and field were not damaged.

Dizer, 40, was flying the single-engine plane, an Er-coupe, from Miller's Field near Spencer to Columbus to get radio equipment checked when he started having trouble about 10:50 a.m.

Dizer speculated Tuesday it may have been a valve sticking in the engine, although the plane recently had passed the annual inspection required by government regulations.

"It started coughing and wouldn't produce enough power," said Tyler, a friend of Dizer's who is in aeronautical school in Florida and was along for the ride.

Dizer turned back just before reaching Nashville, aiming for Monroe County airport, but didn't have enough power to get that far. He landed in a rolling field in the 4600 to 4700 stretch of East Ind. 45.

Dizer, who has been flying about 10 years and has about 500 hours in the air, said it was a "normal landing." He wasn't scared, he said, "didn't really have time to be."

"He just found him a safe place, fortunately," said Dizer's wife, June. "Well see, all pilots are trained to constantly look for landing

areas when they're in the air, even when everything's going perfectly."

Her husband was in touch with the air traffic controller at Monroe County airport while he was having trouble, and with a helicopter that happened to be in the area.

"A Ralph Rogers helicopter followed my husband down and reported to the tower," said June Dizer. "I was on the telephone with the controller and I could hear the helicopter pilot in the background so I knew what was going on all the time. So I was really grateful for that. The helicopter pilot, I heard him say that he'd done a beautiful landing, so that made me feel better."

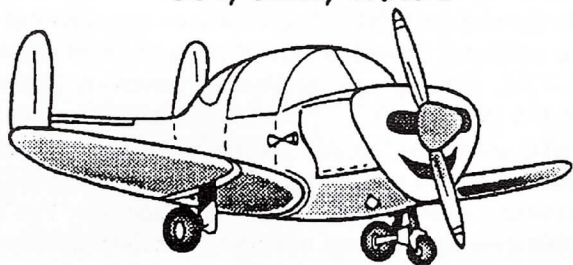
By Bill Dizer

The cause turned out to be broken rocker boxes on the number 3 cylinder. The engine is being majored now, it turned out to be totally worn out — bearings, crankshaft, cam & lifter bad. It has always held good oil pressure! 35-35 lbs/in².

Tell people to have the rocker covers pulled at annual. Mine had just been annualed 5 hours previously — but the rocker box had been broken longer than that. If it had been found, I wouldn't have had to land in the wheat field!

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: Ercoupe models! The club has been able to get plastic coupe models with about a 10 inch wingspan. They are available for \$5.00, postage paid, from the club's supply officer, Fran Heath. 710 South Woodbine Dr., Sapulpa, Oklahoma 74066, 918-224-0644. Only about a hundred are available in this first batch so order quickly! We'll get more from the manufacturer as demand requires, but these will probably be all that is available before Christmas.

WANTED: All members who have parts they don't expect to use, please send an advertisement to *Coupe Capers*. As you know, some parts are getting hard to find and very expensive. The expense is a problem for working pilots and people who are retired.

WANTED: Propeller. McCauley 1B90M 7148. Also, **FOR SALE:** King 8002 loran complete with cables, etc. \$150, Alon type instrument panel with cut-out to take radio at the bottom and six small modern type instruments above, \$50. Dave Vernon, Apt 5, 28 Park Road, Southport, PR 99LA England, telephone: 44-704-532327.

FOR SALE: Please cancel Bill's membership in the Ercoupe Owners Club; he died May 25th. We have a 1946 Ercoupe to sell or donate to a museum. Alice Rodenberg, P.O. Box 70, Brownsville, CA 95919, 916-675-2321.

FOR SALE: 1946 Ercoupe 415-C, s/n 1990, N99367. TT 1668, SMOH 600. Escort 110, MK-12, Bendix K-99 portable with omni. Double fork nose gear, wings recovered, ailerons re-skinned, Cleveland brakes, new upholstery — full panel, trailer. \$7,500.

Extra parts: 2 Bendix mags, 1 Eisemann mag, 8 cylinders, starter, 2 generators, miscellaneous parts, one MK-12 for parts

Ernest De Giacomo, 407-965-7213.

INFORMATION WANTED: on a workable and effective antenna for use with a Ray Jefferson PL-99 loran. Has anybody gotten anything to work? Please leave your number on my message service and I'll call you. Dale Pederson, 206-292-3919 or write c/o SKT, 5206 Ballard NW, Seattle, WA 98107-4865.

FOR SALE: '56 Ercoupe 415-D, C-85, TT 3455, SMOH 1800, fresh annual, auto gas STC, mode-C, transponder, new ELT battery, just spent 10 months completely restoring, painted yellow with red stripes. Very sharp — \$12,000. Paul DeAthos, 1670 Garfield, Ferndale, MI 48220, 313-548-0003.

FOR SALE: Airtex seat and wall panel interior set for 415-C; walnut (BRN) color, brown seatbelts \$250.00. Dennis Struck, 4244 Elmwood, RR 2, Box 78, Ireton, IA 51027, 712-278-2018.

GIVE AWAY: I have a number of old copies of *Coupe Capers* (approximately two years back) that someone who is into the Ercoupe-Alons, etc. needs. Due to personal reasons, I am getting out of "Coupes" and I would like to find someone who needs these and would use the old copies. All I want is postage. V. Hemphill, 6112 N. Mesa #112, El Paso, TX 79912, 915-584-3955.

INFORMATION WANTED: Has anyone ever installed a sliding canopy on a 415-C Coupe? Earl King, RR4 Box 478, Olive Hill, KY 41164.

FOR SALE: Five C-85 cylinders, three serviceable, and C-85 case with data plate and log book. \$600. New set of Air Tex seat cushions and back rest (green) \$100.

WANTED: C-150 seats with bottom rail. Clifton Istre, Jr., 1472 So. College Rd. #102, Lafayette, LA 70503, 318-233-4081.

FOR SALE: 1970 Mooney M-10 Cadet, N9542V, 1350 TT since new, 3/92 annual, KX-170-B radio, transponder, mode-C, new front windshields, no damage history. Plane is in excellent condition. \$13,500 with old transponder and mode-C or \$14,900 with new Narco AT-150 and new encoder. Tony Abbasi, 714-594-8222 or 818-333-4670.

FOR SALE: '46 Ercoupe 415-D, 85 hp, 1626 TT, 344 SMOH, excellent condition, all metal. Auto gas STC, double fork nose gear, Cleveland brakes and wheels, spin on oil filter, new exhaust system, wing tanks resealed, like new Imron paint, new Airtex interior, new canopy cover, 9 cubic foot baggage compartment, two strobes (1 year old), King 8001 loran, King KS-99 navcom, good tires, new spark plugs, next annual 8/93, new battery (1 month old). Cylinder compression: 1 cylinder at 80/80 and three at 78/80. \$10,900. Ernie Dilks, 51 James Rd, Hatboro, PA 19040, 215-675-7148.



FOR SALE: House for sale — West Palm Beach, Florida. Will accept Coupe or ferriable project as down payment on authentic old Spanish style 2-BR charming home in declared Historical Society section. 10 min to P.B.I. airport, fenced yard, mango trees, clear title. \$77,700. Jerry, 431 - 35th St., West Palm Beach, FL 33407, 407-842-9175.

[Editor's note: While proofreading this page, my wife, Karen, wrote a note in the margin saying: "Ed, how attached are you to your Coupe?"

Karen, I like my Coupe a lot but if you get a job there, we'll talk. (I can always get a new Coupe!) Heck, I've never lived less than 30 minutes from my airport. Ed.]

FOR SALE: Nose ski for double fork nose gear with 1/2 scale installation prints. Muffler with carb heat shroud, EBC-102A ELT. 616-627-2194.

FOR SALE: Platinum spark plugs, AC SR 83P, \$15.00 each. Platinum spark plugs last three times as long as massive electrode plugs. They have a high resistance to fouling. Burt Ellegaard, 1501 E. 1st Ave. #20, Shakopee, MN 55379, 612-941-3633 (daytime & weekends).

FOR SALE: All or part 1946 415-C. No logs or engine, damage to lower nose and lower cowl, center section good, tanks, main gear, tail feathers and glass excellent, wings and nose gear minor damage. Airplane is repairable — \$2,500 takes all — make offer on parts. Ken Sorensen, P.O. Box 50311, Provo, UT, 801-377-2080.

WANTED: I am interested in buying an Ercoupe, preferably one located in this (Dallas) section of Texas. George Darsey, 214-352-8237.

FOR SALE: 1 right wing, good for recovering, \$400. 1 right wing, fabric removed, bad spar, good for rib parts \$100. 1 pair of metal wings — excellent 1,900 for pair. 1 pair of aluminum fuel tanks, 9 gal each, \$200 for pair. All prices FOB Chino, Calif. Gordon Myers, 714-628-6539.

FOR SALE: SPACERS for landing gear — \$17; Spacers made of cold-rolled machine steel, polished. Sample 337 and instructions for spacers. Dr. Kris has 785 landings on his installed set. FRONT WHEEL TOOL (double fork) for

removing or installing WHEEL BEARING TUBE easily. Takes only seconds with this steel driver tool, without damaging the tube. Tool is \$35 plus \$9 postage and handling. Send request to Dr. Kris Christofferson, 1740 Alta Vista Ave., Escondido, CA 92027.

WANTED: 1946 Ercoupe model 415-C in good flying condition. Will pay fair price. Write Miller, 818 Eighth St., Waupaca, WI 54981 or call 715-258-2496.

FOR SALE: 1946 415-C, 85 hp. All metal, dual fork nose gear, 395 SMOH, Cleveland wheels and brakes, Belleville springs, wheelpants, full panel, excellent paint and interior, chrome spinner, AT-150 transponder, encoder, Genave 200 navcom, STS handheld permanently mounted with aircraft antenna, autofuel STC. Exceptional condition. \$12,500. 903-693-9733.

WANT LIST FOR RESTORATION OF 1941 ERCOUCPE SERIAL #102: 7:00x4 tires, new or used, instrument panel vertical trim strips, Hays brake master cylinder that mounts on engine mount (this unit is not the same as post war Coupes), A-65 oil tank, Continental engine serial number plate — blank, Original tow bar for single fork, Original aluminum flooring & toe board that can be used for pattern, Float & indicator that fits in vertical tube (plastic) for right fuel tank, perfect right stainless or ternplate fuel tank, original ignition switch with round plate, original non-sensitive altimeter, original non-recording tach with cable, original carb heat, mixture & cabin heat cables with maroon knobs, perfect medallions that fit center of control wheels, glove compartment door with vertical trim stripes and maroon knobs, C-27 spark plugs, new, spark plug shields, Continental engine A-65 exhaust pipes. Grant Ross, 36 Walnut Dr., Morgan Hill, CA 95037, 408-778-3578.

FOR SALE: M-10 OWNERS! Now available: fiberglass reproductions of the interior arm rest side panels. Exact duplicates of the originals only stronger. \$150 per pair plus shipping. John Gadeikis, Burlington, Wis., 414-763-6100, call evenings.

WANTED: Left and right wing tanks, top and bottom stress rib preferred. Also —

INFORMATION WANTED: Can anyone help? I have Alon seats and fittings — does anyone have an STC or form 337 for installing in a 415-C? Sam Mills, 109 Polk Dr. S.E., Winter Haven, FL, 33884, 813-324-6339 after 8:30 p.m.

FOR SALE: I've been out of the U.S. for the last year, in the Phillipines, helping close up the Navy bases there. I hate to do it, but I must put my Coupe up for sale. It is a 1946 415-D, 245 SMOH, white paint, fiberglass on wings, bubble windshield, VHF radio, good tires, metal prop, excellent tan Airtex upholstery, \$8,500 firm. Aircraft has been hangared. Needs tender loving care. Bill Rogers, 904-771-9319.

Hints and tips

Questions:

By Ralph Schaub
5916 Townline, Lot 345
Harrison, MI 48625

In July of this year, I became the owner of a 1946 415-CD, serial number 4244. I now have a few questions I hope you can help me with.

1. The C-75 engine is equipped with a gascolator that has two tubes which protrude down into the glass bowl. After flying one day, within two minutes after shut-down, I opened the cowl to check for an oil leak. I noticed that the gascolator was empty. I immediately restarted the engine and it refilled at that point — is this normal?? It does this all the time.

2. What is a safe paint remover for aircraft aluminum?

3. Is the only difference in the C-75 and C-85 the size of the carb venturi and the jet size?

4. Is alumna-prep safe to use on oxidation and light corrosion?

5. Did anyone attend the seminar at the EAA convention at Oshkosh, on Ercoupe corrosion in dark places? If so, where is it? I had to leave early and could not attend.

6. The Goodyear brakes seem useless. Would it help to rebuild them?

I hope I have not overdone it with all these questions, but I sure would appreciate this information.

[There's no such thing as too big a request for information. Sometimes there's a limit on time available (and often of knowledge) for replies. Let me try to answer a couple of these and solicit our members to send you, and us, better answers.]

1. **(Gascolator empty on ground)** No, I don't think it is normal for the gascolator to be empty after shut down (or any other time). The only thing I can think of is that the fuel may be boiling out. Check your fuel lines to be sure they don't pass near the muffler. See if the fuel lines are covered by an insulating sheath. See the article on hot fuel in this issue. What other ideas do you members have?

3. **(Difference between C-75 & C-85)** Those are the main differences. You'll also have to either change propellers or have yours repitched so the static run-up is within the range for the 85 hp engine, install an engine baffle set around the oil pan and install the wide aerodynamic trim tab (if this hasn't already been done). See the Aircraft Specification A-718 & A-787 (available from Univair, book order number: ESS, \$9, or try to look it up on your mechanic's microfiche) for details. You'll also need Continental Service Bulletin M47-16 dated 6-7-48.

5. **(Oshkosh seminar: Corrosion in hidden places)** I attended the seminar you mentioned. It was about the surface corrosion that was found by the man who gave the seminar. In working on his plane, he found corrosion on the aluminum skin inside the center section and tail. He detailed what he had to do to clean it up. It didn't seem to be a safety-bulletin type thing, though. I've asked him to contribute articles to the club and he has since re-joined the EOC. More details later.

6. **(Goodyear brakes useless. Rebuild?)** My personal opinion is that the proper fix is Cleveland brakes. However, Goodyear brakes provide fairly good braking if:

A. You have the thicker brake disks that probably won't "tin-can" if you press hard on the pedal. According to John Dacman, Vernon, Conn., disks that warp are probably those less than 7/64" thick. John uses thicker stainless steel disks of 3/16."

B. Your brake pucks are adequate. "Linings are .460 inches long when new. When lining wears to approximately .323 inches (21/64 inch), there will be complete loss of braking; therefore, when either lining measures less than .375 inch (3/8) inch) both should be replaced. Movable lining can be measured only by disassembly of brake unit; however, fixed lining may be measured by removal of wheel only and should provide sufficient indication of lining wear between disassembly periods. At 25-hour checks, wear on fixed block may be determined with reasonable accuracy by inserting feeler gauge without removing wheel. With brake "on," if feeler 7/64 inch thick can be inserted between brake assembly housing and disk, wheel should be removed for accurate check of fixed lining length." Aircoupe Service Manual available from Univair or Skypport.

We really need help from those of you with knowledge! Please, send answers to Ralph with copies to the Coupe Capers. If your knowledge isn't conclusive, just say so, it can still be the start for research. For most of the requests we've made for information, we've gotten zero responses. Understandably, many of you who might have answers (or knowledge or ideas) expect that others with better information will answer. I'm afraid that hasn't been happening so we need you to dive into these requests for information! Ed.]

Hints and tips

By Demo Staver

I lost power in my Coupe for two weeks. I couldn't figure out what was wrong. 2200 static and 2250 in level flight is the best my 90 hp would do.

Caught the problem by doing a careful preflight. The lever on the carburetor heat had come loose on the shelf.

It pays not only to look under the cowling, but put your hands on stuff. Shake the stacks, shake the mags, etc.

[I recently heard another member say he found his left mag was loose because he checked it during preflight by shaking it. Ed.]

By Demo Staver
1920 Highland Dr.
Elm Grove, Wis., 53122

Can I remove this bar from my luggage compartment? This is a 415-D, serial #1155 (N9383E) 90 hp. I have never seen a 70 lb luggage conversion with this bar. *[I haven't either. Members, can you help him? Ed]*



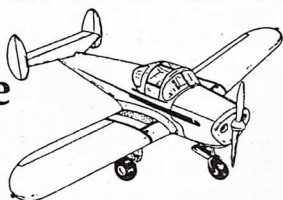
By George Frebert
Dover, Delaware

The controversy between the original header tank and the STC for its removal reminds me of the abortion issue. Personally, I don't think it is possible to change either side's opinion because there is no cut and dry right and wrong. The only decision is: *"To each his own."*

Enclosed are photographs of Alon and Ercoupe header fuel tanks. There has been considerable question as to whether these tanks are interchangeable. The wing tanks and the header tanks bolt to the *exact same place*. However, hooking up the lines is different. All fuel lines must come from the Alon if Alon tanks are used.

I have not included photos of the Alon vs Ercoupe wing tanks, but they will bolt into the same holes in spite of the shape of the Alon tank being slightly different. Of course, the Alon tank is *welded* and the Ercoupe tank is *riveted*!

**Coupe model
is now available
from the club!**



FOR SALE: Ercoupe models! The club has been able to get plastic coupe models with about a 10 inch wingspan. They are available for \$5.00, postage paid, from the club's supply officer, Fran Heath. 710 South Woodbine Dr., Sapulpa, Oklahoma 74066, 918-224-0644. Only about a hundred are available in this first batch so order quickly! We'll get more from the manufacturer as demand requires, but these will probably be all that is available before Christmas.

Boiling fuel

By Ken Janulewicz
La Mesa, Calif.

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

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

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

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

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

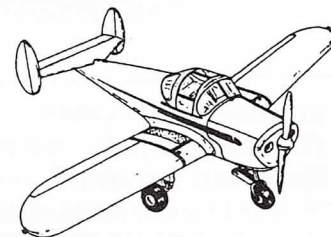
I went to an auto supply store, bought some of the pink hose lined with the white fuzzy stuff and slipped it over the fuel line. End of problem — I never experienced it again. I'm sure that auto fuel probably brought on the problem at some time due to its lower boiling point. But, as I mentioned, it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

Upcoming Fly-in Events
California, Bakersfield Muni (L45),
December 6th, Sunday.

"I AM NOT THE EDITOR OF A NEWSPAPER AND SHALL ALWAYS TRY TO DO RIGHT AND BE GOOD, SO THAT GOD WILL NOT MAKE ME ONE." — MARK TWAIN

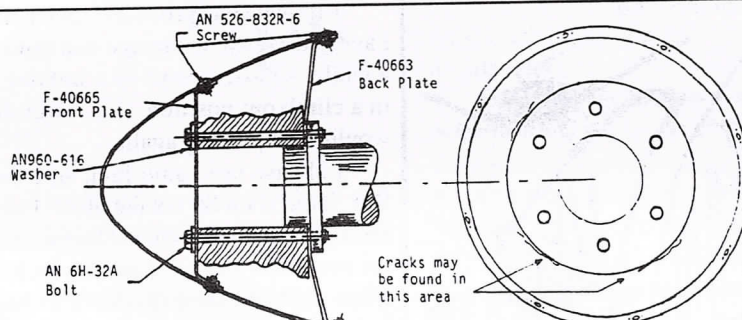
"MEMORY IS WHAT GOD GAVE US SO WE COULD HAVE ROSES IN JANUARY." — RED BARBER, SPORTS COMMENTATOR.

ERCOUPE INSPECTION NOTES



ILLINOIS WING — ERCOUPE OWNERS CLUB

NUMBER 12



Inspection of prop spinner back plate for cracks

At each annual inspection, remove the spinner and prop and inspect the spinner back plate for cracks. If cracks are found, replace the backplate. Do not attempt to repair this part.

A new type spinner with both a front and back plate is available. This assembly is stronger and less likely to develop cracks.

If the back plate and spinner come loose in flight, there

will be severe vibration which could damage the engine mounts. Also, the loose spinner will destroy the nose bowl, probably the propeller and, most certainly, your day.

To help prevent cracking the spinner back plate:

1. Never push on the spinner to move an airplane.
 2. To reduce vibration, be sure the prop is tracking properly.
 3. Vibration from the prop will cause stress on the back plate.
- If the prop is in track but has vibration, have the engine mounts and prop balance checked. This subject is also covered in Fornair Service Bulletin # 101.

Prepared by ————— Jim Mayhall —————

Club Things

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

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Club Directory.....	\$ 1.00 (P.P.)

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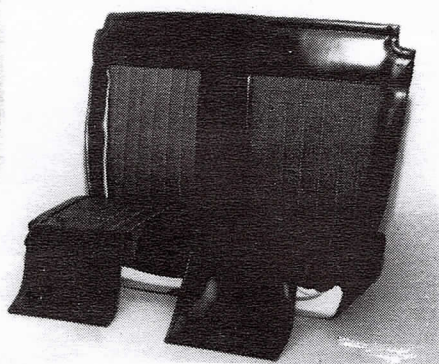
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Wing leaders — who are they?

[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.]

Alabama:	Bob Burk	Rt. 2 Box 28, Flomaton, AL 36441	205-296-5584
California — Northern Wing:	Charles Eck	1481 S. Mary Ave., Sunnyvale, CA 94087	408-735-8474
California — Southern Wing:	Gary Dullugge	1357 La Granada Dr., Thousand Oaks, CA 91360	805-497-2136
Colorado:	Norman Avery	19101 E. Chaffee Place, Denver, CO 80249	303-371-7978
Florida:	Harvey Readey	2121 Nela Ave., Orlando, FL 32809	407-855-7886
Georgia:	Leroy Pacheco	212 Cypress Dr., Kingsland, GA 31548	912-882-2485
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:	Tony Crandell	501 N. Walnut, Lamoni, IA 50140	515-784-7204
Kansas (east):	Frank Jenkins	9048 W. 101st Ter., Overland Park, KS 67062	913-648-7786
Kansas (west):	Ken Richards	409 S. Weaver, Hesston, KS 67062	316-327-2223
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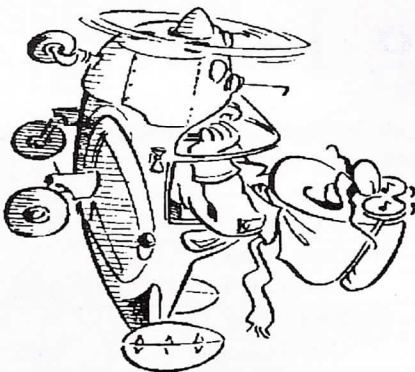


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