

Coupe Capers

MONTHLY MAGAZINE
OF THE ERCOUCPE
OWNERS CLUB
December 1992

The "DARECOUCPE" *Marysville, Washington*



**TO KEEP KIDS
OFF DRUGS.**

By Fred McCarthy

We have an exciting project going on here in Washington State which involves an Ercoupe 415-C which is being used to promote the DARE program of Drug Abuse Resistance Education.

I am EOC club member 3201 and own and fly N99764 out of Arlington, Washington. It is my third Ercoupe and has provided me with many hours of enjoyable flying. I also am a school administrator and the past chairman of the Marysville Drug Abuse Prevention Coalition, an organization which promotes drug abuse resistance education and activities in our community.

I have grown to have a deep respect and appreciation for the DARE program and the DARE officers who teach 17 one hour units of drug abuse education to fifth grade students in our public school system.

In an effort to combine my love of Ercoupe flying with my belief in this program, we have had my Coupe painted black, reupholstered, decaled and a trailer built. Currently 26 sponsors (including the Washington Wing of the Ercoupe Owners Club in our area) have contributed funds or endorsed the project. Now, we are using the plane in fly-ins, airshows, and in the future, parades and mall displays to promote the DARE program.

We call the plane the DARECOUCPE. The parents and children respond very enthusiastically to the DARECOUCPE. At regional fly-ins and airshows, this past summer, we got lots of thumbs up, waves, smiles, and supportive comments.

[Fred can be reached at 7825 56th Dr. N.E., Marysville, WA 98270, 206-653-1917. Ed.]



Our Ercoupe Owners Club National Convention will be held at Wausau, Wisconsin from July 24-27, Sat-Tues. On Wednesday, those who want to may fly to Oshkosh to be ready for the EAA's Convention which starts on Thursday.

Join us for what may be the best national convention in a decade as hundreds of Coupes come for the double-bonus of the EOC national and Oshkosh!

Volume 21, Number 12, December 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

☆☆ Overhead ☆☆

By Ed Burkhead

First, I must submit my apology for the lateness of this issue of the Capers. There are reasons, however: I was working an extra job through Christmas and I also had to donate 30-40 hours to the federal government to finish an army reserve publication before the contract with the printer ran out. I did, also, take a few days off to relax over the holidays.

I do understand that, when your Coupe Capers doesn't arrive on schedule and your subscription payment was recently sent in, you might worry. I will try to get caught up soon. And, of course, the rest of you get hives from anticipation.

Elections

Skip did not receive any notices from current members of the board of directors in any district that was up for election that they were withdrawing their names, with the exception of Region 7 which includes California and Nevada.

By the back side of the same token, no other names were nominated, again with the exception of Region 7 where there was only one nomination.

New regular column!

Daryle Lessard has been writing a regular Hints-and-tips article for the new magazine Arizona Flyways. He has also agreed to write a regular column on mechanical and technical hints and tips for the Capers!

Daryle is an A&P and AI who specializes in Coupes. Though he is retired from his original career, he is working at least part-time at a regular job besides doing Coupe annuals and writing for Arizona Flyways.

During his working years, Daryle lived in one of the Northwest states (I don't remember which) and was an active Couper there. Now, living in Arizona during his "retirement," Daryle is the Arizona Wing Leader for the half-year from now till mid-summer.

Thanks, Daryle!

Change in renewal notices for club dues

Effective immediately, you will receive only one notice when club dues are up for renewal. To avoid a lapse in receiving your monthly newsletters, please remit as soon as notice is received. Thank you for your continuing interest and support.



I'M THROUGH COMPETING WITH YOUR ERCOUBE!

COUPE CURRENCY CORNER

By Ron Kerlin
CFI, ATP

Welcome back to the Currency Corner! I must apologize for not getting my drafts to Ed in time to meet the publishing deadlines [for the November issue], but my writing time suffered during a too short Florida Vacation!

Following my seminar at Nationals on the topic of Dynamic Propeller Balancing, I received quite a bit of correspondence and calls. So, for the benefit of those of you who were unable to attend the convention this past year, I will discuss a bit about the process of dynamic balancing of your engine and what the procedure can and cannot accomplish.

Since aircraft engines are relatively low rpm machines, the balance tolerances of the various components are rather crude. These loose tolerances can result in an abnormally high degree of vibration which is often very noticeable to the pilot. Shaking mag compasses, vibration of shock-mounted instruments, cracks in engine baffling, mufflers and cowlings are all indicative of high levels of vibration. The effects on the pilot usually result in fatigue and the sensation of the airplane being noisier than it really is.

Engine vibration is usually most apparent at lower rpms, such as in the 2,000 to 2,220 range. This is due to the fact that the human body is more sensitive to lower frequency vibration, while airframe damage is usually caused by higher frequencies.

The aircraft in flight vibrates with a frequency of about 35-40 cycles per second, with harmonics that are multiples of the basic frequency. It is the higher harmonics that can cause metal fatigue and other vibration-related problems.

Although we may assume that vi-

bration and noise are part of flying, the technology has existed for a number of years to simply and economically reduce excessive vibration by dynamic balancing.

First, I should make clear that dynamic propeller balancing really balances the entire rotating mass of the engine, rather than just the prop.

Balancing is accomplished by installing a very sensitive accelerometer, or vibration sensor, near the front of the engine, then running the engine at an rpm that can be comfortably attained statically. The resulting vibration is compared to the clock angle of the prop as seen by an infrared tachometer also attached to the engine and the two inputs are processed by a computer to determine how much weight to add to the spinner and where to position this weight.

After determining the proper location on the spinner, small weights are permanently attached to the spinner bulkhead and the required logbook entries are accomplished.

Typically, 80%-90% of the initial vibration can be eliminated. On the average, I find most light aircraft have an out-of-balance condition that exerts about 30 lbs of force at the propshaft.

Dynamic balancing can also be used as a diagnostic tool to troubleshoot such conditions as worn engine mounts, out-of-track props, dissimilar blade angles, etc.

Although dynamic balancing can result in an impressive improvement, it cannot "cure" a sick engine. All major components should be in serviceable condition to realize the full potential of balancing.



Ron Kerlin in his Alon

An added bonus to the owner is a calibration of the tach, since the balancer has a built-in tach that is accurate to about 2 rpm. It is not uncommon to find tachs that read 150-200 rpm low at cruise rpm.

Balancing can be done at many maintenance facilities and at nearly all prop shops. My charge for this service is \$175.00 complete, but you will find that prices will vary to some degree. You can often negotiate a lower price by combining the balance with an annual or other maintenance service.

Fly safe so we can visit next issue!!

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

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

[Editor's note: Ron has been receiving a lot of calls that get caught by his answering machine. If you don't get him on your first try, please try to call him again or record a message saying that he should return your calls collect. If he does return your call on his own bill, it would be helpful for you to then hang up and call him back.]



By Skip Carden
Executive Director
Ercoupe Owners Club

"The most fun you can have with your clothes on", is the best description of the Trimble GPS (global positioning system). From the moment that I opened the box I have been fascinated with this marvelous piece of equipment. This is the Trimble Flightmate, a handheld GPS which virtually does everything! I have never experienced so much power in the palm of my hand.

I know that several other publications have reported on the Flightmate but I bet that we gave it a more complete workout than anyone else.

When I received the Flightmate, I took it outside and within a few minutes I had acquired the necessary 3 satellites. To my amazement this was much faster than any Loran that I had operated. When you first power up the Flightmate you must place it in an open spot so that it can initialize the unit by collecting a GPS almanac. The almanac is information about the GPS satellite constellation. If you always keep fresh batteries in the unit you won't have to do this again; it takes about 15 to 30 minutes.

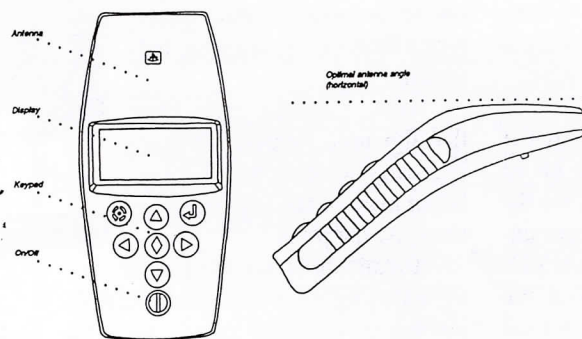
Now the unit is ready to work. I cut it off and then back on and within minutes was receiving signals from four satellites. It takes at least four satellites to provide altitude information but only three to navigate.

You can store any present position in the user memory simply by pressing the nav button twice. This stores the position in the user directory and assigns it a number, i.e. uFIX01, uFIX02, etc. You can then access the user waypoints and as long as you remember which one is which you can navigate to that point. It is useful to have a small note book to record the user waypoints.

Since I would be unable to get to the airport for several days I decided to use the accessory kit and put the Flightmate in the car. I followed the easy to understand directions and hooked it into the lighter plug and placed the suction cup antenna on the windshield.

The ease of use in the car was wonderful. Unlike most Lorans the GPS will give you speed across the ground as you move in any direction. I knew that the speedometer in my Porsche was a bit slow, so I put the GPS in it and sure enough it showed an error of about 3mph. Well, this worked so good I decided to try it in my Honda which I thought to be slow.

Testing the Trimble Gps



It sure was: anywhere from 2 to 3 mph depending on the speed. The Flightmate is so fast to update (1.5 or 5 sec.) that it gives a faster response than most mechanical speedometers. Now what else could I do with it?

Since the Flightmate contains a database for ALL the Airports and ALL VORs in the world I thought that it would be neat to run some airports. Did you know that Los Angeles is only 1 mile further from Durham, NC than Reno NV?? I didn't. The next revelation was that there was a 10 degree heading difference. Also, what is the elevation at the San Diego airport? Would you believe 385'? All of this information, as well as the coordinates, is available in the WPT (waypoint) section.

Also, as I said there is a user waypoint directory which has space for 100 user waypoints.

Well, it works in the car and it works standing outside — will it work walking? The manual gives instructions on how to store your present position (a double click) and to walk a block or two away and then use the entered waypoint as your "to" destination. Not only will it give you your mag bearing straight line to return, it gives you your current track (heading). It will even measure your walking speed! This could be great for fitness buffs who want to increase their heart rate, as their walking speed could be increased weekly or daily.

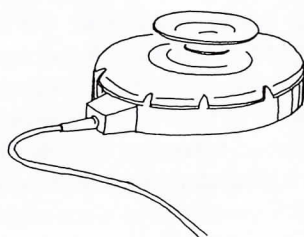
Another point was that the CDI (course deviation indicator) will tell you how far in feet you are left or right of course. This feature was illustrated to Morton Lester last Saturday when I was demonstrating the Flightmate to him. I double clicked the nav button and then we walked a short distance away and the flightmate said that we were 287 feet from the course centerline!

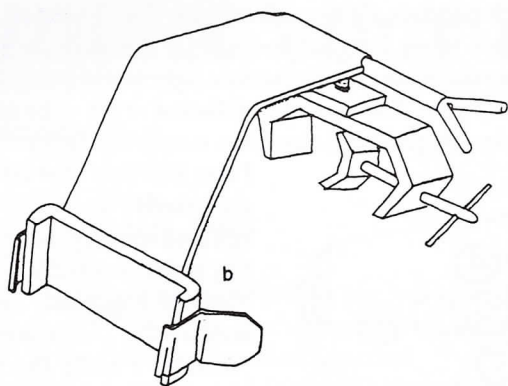
Well, it works in a car and it works walking but does it work in an airplane? You had better believe it does! As I said this is the most fun you can have with your clothes on!

The Trimble folks have really put some

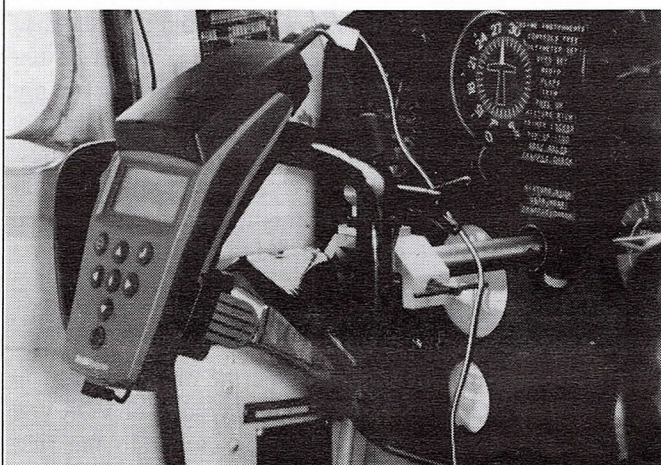
thought into this unit.

First, the yoke bracket looks like something that one would find in a tank. It is constructed out of heavy aluminum and is fully adjustable. It clamped easily onto the yoke of a Cessna 150 and holds the GPS in such a way that it is in full view of the pilot. (See photo.) The auxiliary antenna is





attached to the windshield with a suction cup and can easily be moved about as needed. The lighter plug simply plugs into the outlet in the panel. The antenna coupler snaps over the top and looks like part of the Flightmate. (See photo.)



After everything was in place, the 150 was started and the Flightmate turned on. As I taxied out, the Flightmate acquired the necessary satellites and was ready to go. I punched in the nav mode on the end of the runway as I did the run-up and was presented with all the information that was needed for the short flight to MTV, Martinsville VA for lunch.

After liftoff and climbing out, the CDI showed I was off course. There must have been some error here. I continued to climb straight out and the CDI showed that I was getting further off course, not me! I decided to run a test and fly back over the end of the runway that I had just departed from, and guess what? You are right if you said that the CDI returned to the on-course position. The Flightmate wanted me to follow a course from the end of the runway, not a mile out. Now we have a little more confidence in the Flightmate.

Today is a little rough and the track information is very erratic (updating at a 1.5 sec. rate when used with the lighter plug). I select a DG (directional gyrocompass) heading that corresponds to the information on the screen and proceed. Reaching 3500 feet and smoother air the Flightmate tells me that I should be at EVEN, so I climb another 1000' and level off. In the smoother air I notice that the track information is,

in reality, the compass information (also track across the earth). So track information is in reality an electronic compass!

I now line up the track with the bearing and the CDI is still off center by 2.7 miles. Rather than fly left to intersect the course line, I press the nav button and enter, the CDI centers and a new course has been plotted instantly from where I am. Now, with the bearing and the track reading the same, the CDI stays centered. The small display to the right of the CDI tells me how many feet left or right of course I am. I find that setting the DG to the track information, I can keep things going in the correct direction. Although you could use the track in place of the DG or compass (it's probably more accurate than your compass) I wouldn't advise you to.

Well, this is really neat but what else will it do? From the index page I move the cursor to the NEAR block and select airports from the directory (you can select airports, VORs or user defined waypoints). The message says, 'processing relative to position.' (If you turn it on and it has no satellites then it will find the nearest 10 airports relative to the last position.)

The screen reads: line 1, FIRST NEAREST::; line 2, 11.85 (distance in miles); line 3, WSW 243 degrees (heading to the airport); line 4, the airport identifier. I turned to the heading displayed and watched the miles count back. When the display indicated 3 miles I spotted the small local airport. All this time the Flightmate was still navigating to Martinsville!

Rather than fly back to the original course line, I simply pressed the nav button and enter and the Flightmate navigated from my present location with a new heading. In the NEAR mode when I selected the airport that I wanted, I could have pressed the NAV button and then the ENTER button and the Flightmate would have provided me with all flight information to that airport.

Again, I can't over emphasize the accuracy of the GPS system. When I landed in Martinsville the distance screen showed that I still was 800 feet from the airport. As I turned off the middle runway exit the Flightmate showed 0. I unclipped the Flightmate, picked up the manual and went in the restaurant for one of their fine selections. As I ate my club sandwich, I read the section on the TO and NEXT navigation ability.



From the NAV screen you can access the TO, FROM and NEXT screens. I entered Danville VA, DAN, into the TO screen and pressed the enter button. I then used the up arrow and entered the FROM screen and, using the UP, DOWN and RIGHT buttons, entered 4W7 and pressed the ENTER button to enter that as the NEXT location. This is how it works: the Flightmate navigates to the TO location and when that point is crossed

it automatically switches to NEXT with all new navigation information for that location. Unless you enter new FROM data the Flightmate will use the present location as the FROM location. After the Flightmate switched the 4W7 location to the TO location I pressed the ENTER button and located the NEXT screen and then entered airport RDU as the next waypoint. This was not hard to do and really didn't take a lot of time or expertise to do.

On approaching 4W7, once again the Flightmate switched to the NEXT or RDU and gave me new flight information. This is, in reality, a trip log or flight plan. There is a trip mode but it gives the total information on a flight: highest and lowest altitude, fastest and slowest speed, average speed and speed made good. The trip mode can be started and stopped at anytime, allowing you to keep a log on a long trip or even a month's flight activity.

One of the most important modes is the MORE screen: this allows you to set and customize your flightmate to your preferences. All data can be put in a format that you like to work with. Distance information can be displayed in miles and feet or nautical miles or meters. Speed can be displayed in the same units. Altitude can be displayed in feet or meters.

The clock (which, by the way, uses atomic clocks located on each satellite) gives the most accurate time available. You can set the clock display to read AM/PM or 24 HOUR. To get the local time to read correctly you have to use the TIME ZONE display and press enter to set the time offset from GMT (Greenwich Mean Time or Zulu time). It took me quite a while to understand this and I got all kinds of weird time displays. When in the TIME ZONE display you have to set the offset from GMT in hours in order to get the local time to read correctly. The instructions for setting this are fairly good once you understand that you are working with a time difference. Of course if you select 24 hour clock style then this gives the local time on a 24 hour basis. To set the clock to ZULU you have to enter all 00 00 in the TIME ZONE screen. This was the hardest section that I encountered in the instructions and I hope that the above will help those who have, or plan to have, a Flightmate.

Now let's talk about what I liked and disliked about the Flightmate. First, I like the simple push button operation with buttons that have only graphics and not numbers. I also like the shape of the Flightmate which makes it easy to hold

while using or programming it. I also like the 4 line display which presents all the information that I need to fly the airplane to my selected destination. I really like the yoke mount that places the Flightmate right where it should be: in front of you. The ease of installation of the yoke mount in the plane is good and also it has simple and quick removal.

I was also very impressed with the genuine leather case with belt loop and the genuine leather bag in the accessory kit which holds the Flightmate and all the accessories. This makes it truly portable. I really like the fast start-up and ready-to-go operation. I liked the ability to change it from airplane to car to motorcycle to boat to walking — it's really versatile.

The manual is divided into sections that match the index screen and each is fairly well instructed, although I think that I could re-write it so that it would be even easier to use. I like being able to select my own speed, time and distance displays. The loran that I now use will only read in nautical distance but I like statute miles. It seems to really be goof-proof and I could explain how to use it to non-users in as little as 5 minutes (a real feat in itself).

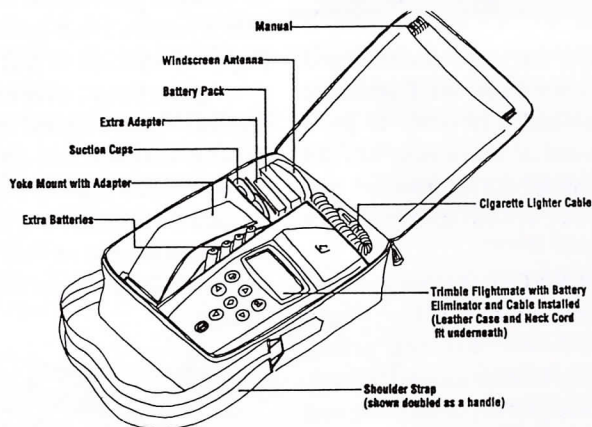
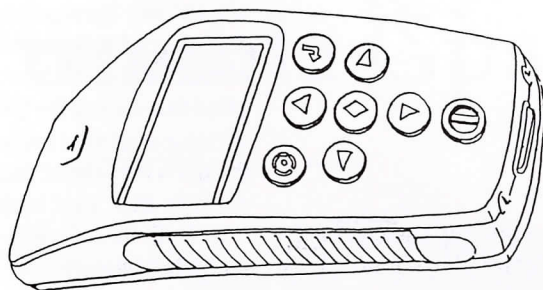
The built-in data base is stored in alpha order so that when you enter the WPT directory, the waypoint is preceded by an, a, u, or v in small letters. This means (a) airport, (u) is user waypoint, and (v) is VOR.

The last directory used will be the one displayed in SCAN WAYPOINTS. To view the waypoint or VOR you move the cursor to the first letter of the identifier and use the up or down arrow to select, then all VORs that begin with that letter will be available. Next, you move the cursor to the next letter and select it, then again until the last letter is selected. Then you will see the distance and bearing to that station based on your last or present location.

Press the left arrow until (COORDS) is underlined. Then press ENTER and the

coordinates will be displayed along with the altitude for that airport. I found this a little awkward. This is a semi-manual entry for the waypoints. No altitude data is available for VORs. I would like to see it scan from the first letter using the up and down arrow, I think that would make waypoint selection much faster.

The battery timer is a clock that tells you how long you have used the unit, not how much time remains; it took me



Trimble GPS Continued on page 7

Protect your ears while flying

By Cliff Istre, Ph.D.
Hearing Care Center
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Lafayette, Louisiana, 70503
318-233-4081

If a tree falls in the forest and no one is around, does it make a noise? When the spark plug denotes the air-gas mixture in the cylinder, does it make noise?

In the tree example, we find that the air molecules are compacted by the tree impacting the ground. This creates a sound pressure wave. The exploding gas in the cylinder also causes a sound pressure wave. The resulting sound pressure waves strike the ear drum and, in a rather unique fashion, we 'hear' sound in the auditory cortex of the brain. The right side of the brain interprets sound from the left ear and the left side of the brain interprets sound from the right ear.

Sound is measured in decibels (dB) which are a unit of loudness. OSHA states that noise on an eight hour workday cannot exceed 85 dB without some type of hearing protection program in place. Excessive sound pressure will damage the ear. It can be from music, from the work place, and (ah yes) from our beloved Coupes.

The damage occurs in the inner ear which houses approximately 32,000 little batteries or hair cells. There are four rows and they are arranged with a specific place for each pitch (frequency). The inner ear is filled with fluid.

The connection between the ear drum (the outer ear) and the inner ear hair cells is by the middle ear bones. The middle ear bones work like a "plumber's friend," i.e. the "wooden handle" is hooked up to the ear drum and the "rubber plunger" is hooked up to the fluid in the inner ear.

If sound pressure waves exceed 85 dB, the inner ear hair cells begin to be destroyed. The first symptom is ringing ears. The ears tend to "ring" because the hair cells are damaged and cannot retain the electrical charge.

The next symptom is the ability to "hear but not understand." Hearing but not understanding, means that the inner ear hair cell destruction has now drifted into the consonant hearing range. The vowels are low frequency.

Consonants are high frequency. Consonants give speech meaning. Hearing but not understanding means that one hears the vowels but not the consonants.

The remedy? Hearing aids do work. But be very careful. Shop carefully. Beware of false claims.

The prevention? Ear protection. Coupe sound pressure levels, canopy open, are around 90 to 95 dB SPL. Use good headsets with an intercom. (The expensive noise canceling sets do not work well in the Coupe, but that is another story.) I prefer David Clarke headsets. The open cockpit configuration allows a lot of sound in the Coupe. Without tight fitting muffs, you will experience a hearing loss from the noise.

If you'd like to check on the effects of noise in the Coupe, try the following: Fly the aircraft in the p.m. for about two hours. Turn the radio in your car to music on the way home. Leave the radio on when you shut off the car. In the morning, when you turn on the car, if the radio sounds too loud, it means that you had temporary hearing shift from the engine. In time, that will become a permanent hearing shift.

If you have any questions, call or write me.

[Editor's note: Without a headset, I get ringing in my ears after just one or two hours of flying. With my Telex Hear-Defender headset, I'll still have some ringing in my ears after a few (or many) hours of flying. Using ear-plugs under my Hear-Defender headset pretty well solves the problem.]

Though many people can hear the radio fine with earplugs under their headset, I need to remove the earplugs when approaching my destination airport.

I am suffering from a mild form of "Hearing but not understanding" and I urge all of you to "listen" carefully to Dr. Istre's advice!

A NASA pamphlet that Dr. Istre sent along with his article points out that other social ("sociocusic") noises (i.e. music, chain saw, T.V., cars, etc.) inhibit recovery after noise injury. It recommends that you give yourself recovery time at least equal to the injury-causing, noisy time. Ed.]

Trimble GPS Continued from page 6

a while to figure this out, even after it warned me that the batteries were low. Also, the timer needs to be reset from the MORE screen when new batteries are installed. The unit will not work with the accessory antenna pack installed on the unit; this piece apparently needs power from the lighter plug to work.

I would like to see the NAV display flash when you are within 1 to 3 miles of the waypoint destination. I would also like to see a permanent antenna that could be mounted on the roof of the airplane where it would have an unobstructed view of the satellites, and a plug on the side or top for this

antenna so that it could be used with its battery power if needed, without the battery powered coupler.

That's about all that I can say for now, I reluctantly have to pack it up and send it back. The following I would rate as excellent: overall quality of the product, user friendliness and ease of operation, and the accessory kit was of the same quality.

This is not a marine GPS or some converted unit, the Flightmate is from a clean sheet of paper and designed for aircraft use. My overall rating is EXCELLENT! The cost is \$1295.00 for the Flightmate, Yoke adapter and case. The accessory kit is an additional \$295.00 which has all the items needed to use it in an airplane.

MEMBERS' LETTERS

By Wayne Woollard
Castroville, Calif.

Just a note: the Coupe [for Vitas Lapenas] is in Germany to the best of my knowledge.

I got stymied by Naziism, lack-of-money and poor weather all at once. I'll send you a copy of the total story when I finish it.

Bobbie Roberts
Embry-Riddle Aeronautical University

During this season of thanks, Embry-Riddle's entire family wishes to express its gratitude to those among our friends whose gifts have so generously supported the University's students in 1992. *[The Ercoupe Owners Club's members donated the money to endow a permanent scholarship with Embry-Riddle for a student interested in general aviation to honor Fred E. Weick, the Coupe's designer. Ed.]*

By Scott Reaser
1121 Villa View Drive
Pacific Palisades, Calif. 90272

It is good that the Ercoupe Annual Inspection Sheet has been revised and improved. After all it is 21 years old.

Please find a copy of the original done from a mimeograph master. The history is as follows: I bought N2634H in July of 1969. I paid for an annual in June of 1970 and this was a big mistake.

To make things better for 1971, I put together the checklist based on what I picked up from local lore and Larry Blauvelt (Skyport) inspection notes. I made a mimeo master and ran off a stack of copies.

Having a list of things to do for the annual, I worked out a supervision arrangement with an AI. This sort of deal has worked out well ever since.

The September, 1976, article I did for the International Ercoupe Association was to encourage people to seek a supervision arrangement and to do their own annuals. In short order, they would be providing themselves better service than they could possibly buy. Kelly Viets also ran a copy of the inspection list with that issue.

The feedback I get is that the list went everywhere from that point.

[Thanks, Scott, for laying the foundation on which the September inspection checklist was based. You deserved credit up front, for your list is the core of the new list but my source copy had the author's name missing. I hope that our new checklist is an improvement, not just a change.]

Your suggestion to use the checklist as the core of an owner-performed, AI supervised annual is great! Ed.]

By Arthur N. Patrum
Route 1, Box 89
Stilesville, IN 46180
317-996-4068

I need any information available on adding a right brake pedal to a 415-C Ercoupe without rudder pedals.

By Joe Nix
132 Huff-Daland Cir.
Griffin, GA 30223

I would like to join the Ercoupe Club. My check for \$20 is enclosed.

I am looking to buy an Ercoupe just for the fun of it. I've always been interested in the design and its sporty appearance but have never owned one. My wife, Edna, is beginning to work on her private license and I think this is a plane we could enjoy together.

I am an aircraft maintenance inspector for Delta Air Lines in Atlanta where I've worked for 25 years. As an IA, I also do a few owner-assisted annuals for my neighbors and friends.

I'm also interested in back issues of Coupe Capers and other Ercoupe literature you may have for sale.

[Welcome Joe and Edna! The club does still have some back issues of the Capers as well as copies of Form 337s that have been used by members for modifications. Write to Skip Carden at the address on page 2.]

All back issues and other information should be available from: Center for Archival Collections, 5th Floor University Library, Bowling Green State University, Bowling Green, OH 43403. Write for a list of available material.

We also recommend "The Ercoupe, a Touch of Class" by Frank Saletri, \$50.00, which is advertised on the back page of this paper; "The Ercoupe" by Stanley Thomas, \$12.95, ISBN 0-8306-7016-5, Tab Books; and "From the Ground Up—The Autobiography of an Aeronautical Engineer" by Fred Weick (the Ercoupe's designer), ISBN 0-87474-950-6, Smithsonian Institution Press, are available by special order from your local bookstore. Ed.]

By LaVerne Miller
818 8th St.
Waupaca, Wis., 54981-1823

On 11/7/92, my lucky day finally arrived! I became the proud owner of a beautiful silver 1946 Ercoupe, model 415-C. The plane is N525SL, serial number 1374. I bought it from George S. of London, Ohio.

It's name is now "SILVER LADY" which my wife, Lucy, picked to match the Sierra Lima of the N number.

If there are any members that once owned this plane and are wondering where it is, it is now at Waupaca Municipal Airport, Waupaca, Wis.

After seven years of not flying, my instructor, Tom Boyer, is helping me a lot.

I really do enjoy reading the Coupe Capers. This is the best news source of information an Ercoupe owner can get! I just got my first issue of Coupe Capers with my own name on the label! I am now a new FLYING member of the club!

Thank you, Syd Cohen, for getting me hooked at the last EAA fly-in, and for giving me a copy of Coupe Capers!

By Don Jeffery
3715 NE Wisteria Dr.
Portland, OR 97212

The recent article about a Coupe on its way to Poland mentioned that it made a stop to correct an "unsupported" muffler. I've always had problems with vibration moving the muffler even when using very sturdy clamps around the ends. I now wonder if there is a support system or a correction I don't know about.

[I'll try to get firm guidance on how to make such a support. In the meantime, be sure that your braces couple between the muffler and the engine. A brace from the muffler to the engine mount or airframe would quickly work loose because the muffler is attached to the engine. Don't forget that there's a flexible connection between the engine and the airframe. If your brace already attaches to the engine, stand by for later updates. Ed.]

By Peter Middleton
100 Stanley St.
Wagga Wagga, 2650
Australia
Phone: 069-224815

Just a note to inform you I have at last completed the restoration of my brand new 1959 Forney F-1 s/n 5709.

The aircraft was exported to Australia in 1959 and was damaged during unloading. It was stored in Sydney Technical College for 27 years prior to coming into my possession.

The aircraft had its first flight on 5/5/92 at Wagga Wagga Airport.

Last Easter, the Aircoupe won several major awards at the annual vintage fly-in in Victoria, several hundred miles away.

It was an unusually hot day and I got caught up in a long line of departing aircraft and after take-off, the engine lost power. With great difficulty, I managed to get the aircraft back on the ground and narrowly missed crashing into a fence. Vapor lock was considered to be the culprit. Later in the day, I eventually departed for home and parked VH-LDN, the only Aircoupe in Australia, for six months while I considered what to do about the menace of vapor locks.

I have fitted a fuel selector valve with two positions, changing between top tank and main tank. I fitted a standby electric pump. The fuel system is now pressure-supplied as per the Piper system with one exception. It now has a return line (with restrictor) from the carburetor inlet to the top tank.

This continuously purges the system and prevents the fuel from heat soaking and keeps the top tank full. I also fitted additional cooling ducts.

The system now appears to work fine and I feel more confident. I now have logged 14 hours and am the most experienced Aircoupe pilot in Australia (I think).

The Aircoupe has generated a lot of interest wherever it goes.

I have found the aircraft easy to fly and land.

If any members are in Australia, please look me up.

By Gary Dallugge
Southern California Wing Leader

Everyone who attended the November fly-in to Catalina had an enjoyable time. Weather was good, but it's hard to get people to fly over water to the island!

Landing at Catalina Airport In The Sky is somewhat like landing on an aircraft carrier.

The brave souls that attended were Bill Jonker who is touring the U.S. in his Ercoupe N94791 from Florida, Les Slifkin and Mike Stalker in N6527Q, Wayne Johnson and Joe Brooks in Navion N1208U, Les Benis in Mooney N6071Q and myself in N3040.

By Loy Brewer
and LIL DARLIN (Ercoupe 2128H)

It's me and my LIL DARLIN again!

Now these gems of literature may not always be in sequence, but you will get the drift of my learning to fly an Ercoupe.

One thing you can be sure of, is, it sure is fun! You see, I am just a kid yet, even if I am 75 years old (but feeling 20) and my LIL DARLIN is keeping me somewhere around 20. I am still chasing women — I don't catch any but I still try.

Anyhow, I did learn that you actually can slow fly an Ercoupe. We were seeing how slow it would go and, as I understand, it is something that you have to know. I finally got it down to around 65 air speed, but Dick keeps saying, fly it slower, and slower. Get the nose up a little more, and so on. KEEP THE WINGS LEVEL and stuff like that. I did until my LIL DARLIN got sort of quivering. I am not really sure if my LIL DARLIN was shivering from the cold or was it the way that I was handling the controls or just being nervous from going so slow. Maybe it was just me shaking.

Anyhow, I learned what to expect when a stall is about to happen. I still do not like them (stalls).

You see, when I was 16, I learned to fly a Waco 10 and an Ercoupe sure is a lot different to fly. A Waco will really let you know what a stall is. At least that one did.

Remember, that was back when a pilot was a daredevil, so to speak, and if you could get it back on the ground in one piece and walk away from it, you were a good pilot. Boy, the times have changed. Now you have to know what an engineer knew back then.

Member letters Continued on page 10

By Ed Burkhead

Judy Matuscak, co-wing leader of Wisconsin, called to tell us that the dates for the 1993 National Convention will be from Saturday, July 24th through Tuesday, July 27th.

On Wednesday, July 28th, they plan to fly to Oshkosh. Traffic congestion should be low on Wednesday since the Oshkosh EAA convention won't officially start until Thursday. By arriving early, we should be able to get good parking/camping places for both our planes and car campers.

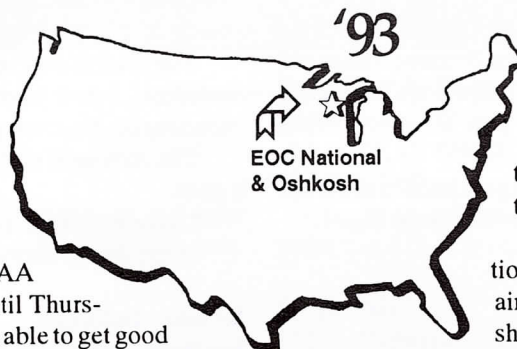
Through the combination of our own national convention and the EAA Oshkosh convention, we should have an opportunity for fellowship far better than normal.

Typically, a couple of hundred Coupers come to our national convention and about the same number come to the EAA national. There may usually be about a 50% overlap between the two groups -- let's combine for a big event!

This coming summer, it will be possible to take a single week of vacation and take in both conventions! A travel day on Saturday will allow almost anyone to reach Wisconsin by the 2nd day of the EOC national convention on Sunday.

The trip to Oshkosh on Wednesday will avoid the

National Convention



traffic crunch that scares most pilots (including me!) out of flying to Oshkosh during the convention. Wednesday will allow us to spend further time talking together and sharing information (as well as doing volunteer work to help the EAA convention, for those who'd like to).

On Thursday, the EAA convention will get started and we'll have airshows, vendor's displays, forums and shows to attend.

Those who must, can depart on Saturday or Sunday. There's no trouble at all with departure from Oshkosh during the convention.

For those who want, a second week of vacation will allow full enjoyment of the full EAA convention which runs through Thursday of the following week.

On Tuesday, August 3rd, we will have our usual Oshkosh Ercoupe Owners Club banquet.

Those of you who can take only one week of vacation can take-in both the EOC national convention and two to three days of Oshkosh. Those who can budget two weeks of vacation can take-in both the EOC convention and all of Oshkosh.

Make out your schedules now! See you there!

Member letters Continued from page 9

Of course now, if an old Waco stalls with you at the controls, you had better know something about spins as they were kind of tempted to test your skills a trifle and, I guess, that may be my reason for being sort of cautious in slow flight.

I am learning (I think) and love every minute of it. You see, I haven't been doing any flying for a good many years as the depression came along and I also got married and started a family. That ended my flying and all that I had left was dreams. So, you see, I had to start all over again, but now all my dreams are becoming real. Sometimes, I kind of wonder if I am still dreaming, but my logbook says it is the real thing.

More, later, on my trials and tribulations of learning how to keep my LIL DARLIN happy.

Keep flying and lots of happy landings.

[Editor's note: Dear Loy, That shaking you feel at very slow airspeeds should be from the correct design of the Coupe. By the design, the Coupe won't spin, and in fact the main part of the wing won't stall for more than a moment. The inner part of the wing, near the center section, will begin to stall at very high angles of attack from very low speeds (while the outer 2/3 of the wings are flying just fine).

The turbulence from the stalled inner portion of the wing flows over the horizontal stabilizer and elevator causing turbulence. This turbulence also upsets the downward "lift" of the tail which you are using to push the tail

down to get that high angle of attack and low speed. Because of that turbulence, it is harder to push the tail down further — this is part of your protection against stalls.

As long as your plane is loaded within the legal limits for weight and center of gravity and the elevator travel is correct (see the October issue), it shouldn't be possible for your Coupe to fall out of slow flight into a spin. Enjoy. Ed.]

By Skip Carden

Alverna Williams called and asked that you publish her name and address and plane number. She was very active many years ago. Her address is: Alverna Williams, 528 Hensley Dr., Grand Prairie, TX 75050, 214-264-3878.

By John Lachendro Butler, PA 16001

Just a note to inform you that I am now a proud owner of an Ercoupe, 415-E, N94781. I purchased it from Leonard Mullar in Brookville, Maryland.

I would like to find a rubber stamp of an Ercoupe, about one inch of wing span. Do you have any leads?

[No problem for the rubber stamp, John. Take your copy of Coupe Capers with you to the rubber stamp places. They can use the line drawings in the paper to make the stamp. If they can photocopy the drawing well without losing too much clarity, do that. Otherwise, you can cut one of the drawings out. I use this method for my checks as well.

Also give them the text you would like to be on the stamp (or check) and they'll fit them together. Ed.]

NEWS BITS

By Ed Burkhead

A new magazine is being published in Arizona called Arizona Flyways. The magazine's name is a take-off on the famous Arizona Highways, a magnificent picture and story publication that is sold nationally because of its quality. If Arizona Flyways achieves to the same tradition, it should be something to see.

One of our members, Daryle Lessard, an aviation mechanic and past Arizona wing leader, is a monthly contributor to the new magazine. More on this, later.

Michigan Honey Acres Fly-in was attended by 13 Ercoupes and 23 planes of other types. Marvin and Ruth Dunlap, Region 6-W Directors were the hosts. The longest distance flown award went to Steve Kish (Region 6-E Director from Pennsylvania) who stopped there on the way back from attending the Wisconsin Wing's Fall Colorama Fly-in, a 2200 mile round trip.

AOPA 1992 Fact Card:

736 general aviation fatalities

34,800,000 hours

4,200,000,000 miles

Therefore, GA fatalities per hour = .000021 or one fatality per 47,600 hours. GA fatalities per mile = .000000175 or one fatality per 5.7 million miles.

Statistics by accident: ratio of fatalities to fatal accidents is 1.7 so there is one GA accident involving a fatality per 81,000 hours or per 9.7 million miles flown.

An unthinking person might say that, if you fly 125 hours per year, your probability of being in an accident so severe that one person in the plane is killed (not necessarily you) is 1 in 648. However, if you do careful pre-flights, don't fly VFR into IFR conditions, don't scud run, don't buzz locations on the ground, don't fly your plane over its maximum gross weight, use check lists and get more recurrent instruction than bi-ennial sign-offs, your chances of being in such an accident are greatly reduced! Remember that those involved in accidents are usually violators of one or more of the above conditions.

By Stan Thomas

Author of "The Ercoupe"

John Dobberpuhl [one of the students at the Emily Griffith Opportunity School in Denver who helped rebuild "Miss Emily," the coupe for Vitas Lapenas] will go to work for Patty Wagstaff as soon as he graduates from EGOS! I'll soon submit an article to EAA's Sport Aviation on "Miss Emily." It will focus on the vocational school and its students. [Also see an article, by Stan Thomas, about "Miss Emily" in the March issue of Private Pilot. Ed.]

By Ed Burkhead

Some members have been told to remove installed parts from their planes, said Skip Carden, the Ercoupe Owners Club executive director, this week.

Skip has received calls from members saying that the instrument panels they've installed had to be removed because they weren't made under a PMA (parts manufacturing authority).

Though an AI can fabricate any part under certain circumstances, many of the parts you install have to be "PMAed."

I'm fuzzy on the details of when you have to have a PMA part and when you can use a part fabricated by an AI. In addition, parts you buy from our suppliers may not always have a PMA.

Fuel tank sealing method

By Kit Lindsay

Warrensburg, Mo.

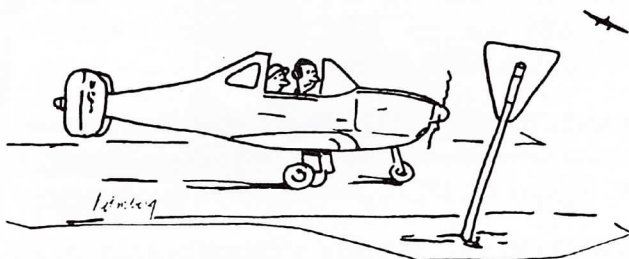
For those of you that have had a problem with the dreaded wing tank leakage, there is a solution if the corrosion is not terminal. It's simpler than soldering and requires less time and skill. I found four holes about the size of a pencil lead about a quarter inch above the seam on one of my tanks.

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

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

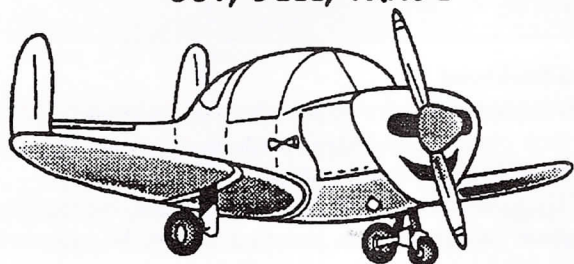
They may not want to sell it to you if you're not an FBO, so you may have to use your imagination to get your hands on some. Good Luck!

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



MEMBERS' ADS

BUY, SELL, TRADE



Ads are free to all members of the Ercoupe Owners Club. The cost to non-members is \$5.00 per month. 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.

SPECIAL: EOC National Convention patches and decals for 1992, \$4/set, postage paid. Shirley Brittian, 623 Rolling Hills Drive, Newton, KS 67114.

HELP OFFERED: If you are having canopy problems on your Alon A-2 or A2-A, with sticking & noise, I may be able to help. Call or write me at 818-358-5566. Les Slifkin, 1316 Loganrita Ave., Arcadia, CA 91006.

FOR SALE: Signed copies of Frank Saletri's opus on the Ercoupe ("The Ercoupe, A Touch of Class). \$75 each which includes postage. (Frank gave me a case of books for services rendered.) John Underwood, 2054 W. Mountain, Glendale, CA 91201.

WANTED: I need an Ercoupe center section or center section spar to replace mine because of corrosion. It must be for serial number 813 and up. Kim Brown, 4777 Portal Dr., Oakridge, OR 97463, 503-782-3813. *[Editor's note: Kim's need is urgent and though the ad was sent in time for the November issue it is my fault it was delayed. My apologies. Ed.]*

FOR SALE: Miscellaneous Ercoupe 415-C,D... parts. Fuselage, wings, tails, tanks, engine mounts, landing gear, etc. One set of wings rebuilt with new skins. One tail rebuilt. Rebuilt nose gear and strut, mains with new Cleveland wheels and brakes. Also O-200 with STC, C-75-12F with prop, both with logs. Carl Wright, 5712 Foothill Rd., Ventura, CA, 93003, 805-644-5653.

WANTED: Vacuum DG. Must be in excellent condition. Standard size hole. George Frebert, 614 Lake View Drive W., Smyrna, DE 19977, 302-653-5353.

FOR SALE: A pair of brand new 8:00x4 Goodyear tires and tubes, complete with Hayes wheels, brakes and hubcaps,

\$400.

WANTED: Original airspeed indicator for '45 415-C (Kollsman 0-160 mph) in servicable or repairable condition. Original carb heat control with maroon knob. I'm also looking for a stencil of the "ERCOUPE" that was painted on the side cowls (maybe a clear photo that I could enlarge!). Thanks. George Fedor, 1504 Brown St., Mobile, AL 36604, 205-478-4773.

FOR SALE: Stits SA3A Playboy, N36U, 267 TTA. Needs fabric, engine, mount & prop. \$1,000. 317-996-4068.

WANTED: I was recently preparing to restore my plane when someone stole my entire cowling, stringer for engine bay, starter and starter gear, nose bowl, etc. for 1946 Ercoupe 415-CD with Continental 85 hp engine. Bob Miller, Miller Aviation, Suite Three, 5546 Merrimac Drive, Sarasota, FL 34231, 813-921-4593. *[Let's be on the lookout for someone trying to sell parts matching this description. If you get a suspicious offer, call Bob to check for identifying markings. Ed.]*



FOR SALE: Edo-Aire Navcom, model RT-563A, 720 channel. Unit is tagged and comes complete with labeled harness, tray, Telex headset c/w PTT, comm antenna and coax cable, \$1,000 (Canadian), Edo-Aire Transponder model RT-667, mode A & C capable (fits in 3 1/8 inch hole. Unit is tagged and in excellent condition. Price \$400 Canadian.

1946 Ercoupe 415-D. (See article on page 11 of the November, '92, issue.) Complete restoration inside & out in 1990, 1750 TT, 885 SMOH on C-85-12F, same on prop. Dual fork nose gear, large baggage compartment, full panel (night equipped), 720 nav/com, bubble windshield, new donuts & spacers, fabric wings, wheel pants, cowl & windshield covers, annual done in Sept. '92, all four compressions 68/80, this plane is a real show piece. Price—\$15,000.

James Hudson, 48 Middleton Way, Bramalea, Ont., Canada, L6S-4B1. Call 416-792-0670 after 6:00 p.m. Eastern time.

FOR SALE: Hand brake for Ercoupe (chrome master cylinder and handle). Oil cooler for continental engine. Airpath Compass. Post lights. Loren Anderson, 602-860-5238.

FOR SALE: Bendix 720 channel com. This is an all solid-state unit with 7 watts of power and is in good working

condition. It is complete with antenna and power connectors, mounting tray and hook-up diagram. \$485. Jim Cox, 602-973-6118.

WANTED: 1. Spinner and both front and back plates for Coupe (tapered shaft). 2. Tail cone for a Coupe, either style if it is in good shape. C.E. Ferguson, 745 W. Avon Lane, Lincoln, NE 68505, 402-486-4187.

WANTED: Two wing tanks for a '46 415-C, ser #1422. Pattern for a flat windshield.

FREE: Slightly damaged bubble windshield.

FOR SALE: Center section only of Coupe including control fittings, spar has been in weather at Great Burlington, Mass.

TRADE: Original control wheels for horn type.

All of above — Bob Trail, 65 Stillman Hill, Winsted, CT 06098.

WANTED: To complete the restoration of my Ercoupe, the following items: Complete set of engine baffles for C-85-12F, any condition, generator cooling shroud, spinner assembly for wood prop.

FOR SALE: D model elevator with trim tab, \$100. Six gal aluminum fuse tank, \$75. C-150 type carb air box with Brackett air filter, \$50. Two main landing gear wheels with Goodyear brake parts, \$25 for both. Pitot tube assembly — needs cleaning but looks usable, \$10. Old Narco radio with VOR, \$25, Elevator cables, \$5. Also have two beat up nose bowls, seat bottom assembly, floor plate, steel main landing gear parts. Ben LeFever, 3604 Daughtridge Dr., Fayetteville, NC 28311. 919-630-0962 night or 424-6393 days.

FOR SALE: Alon fuel tanks: rt. wing tank, \$125; left wing tank \$150; header tank \$75; all three tanks \$275. (I'm installing Skypoint large wing tanks.) Jim Cox, 602-973-6118.

FOR SALE: 1947 Ercoupe 415-D, C-85-12, 100 SMOH, 1900 TT, rebuilt to show quality 1989, Cleveland wheels and brakes, polished, Stits wings, custom interior, \$11,000/offer, Art Pauly, 916-784-0590.



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.

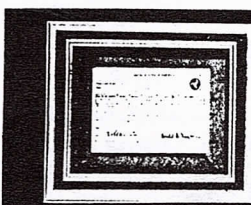
FOR SALE: SPACERS for landing gear — \$17; Spacers made of cold-rolled machine steel, polished. Sample 337 and instructions for spacers. Dr. Kris has 785 landings on his installed set. FRONT WHEEL TOOL (double fork) for removing or installing WHEEL BEARING TUBE easily. Takes only seconds with this steel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

FOR SALE: Mooney M-10 Cadet, 1969, Collectors Serial #1, TT 1359, TE 753, new Imron Paint, 8-92 annual, "10" outside, "9" inside, \$19,500. Ben J. Wilson, 817-723-6015.

WANTED: for '46 415-C, serial number 2078: C-75 or C-85 complete, wing tank fuel gauge, wing tip position lights, shock absorber struts for main landing gear (welded steel type). Greg Jannakos, P.O. Box 280162, Columbia, SC 29228-0162, weekdays 803-739-7679, weekends 404-296-0937.

FOR SALE:

1. Used Cleveland brake system in A-1 condition. \$325 exchange (your goodyear system returned to me). Will



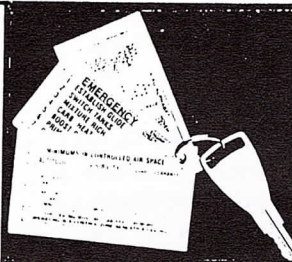
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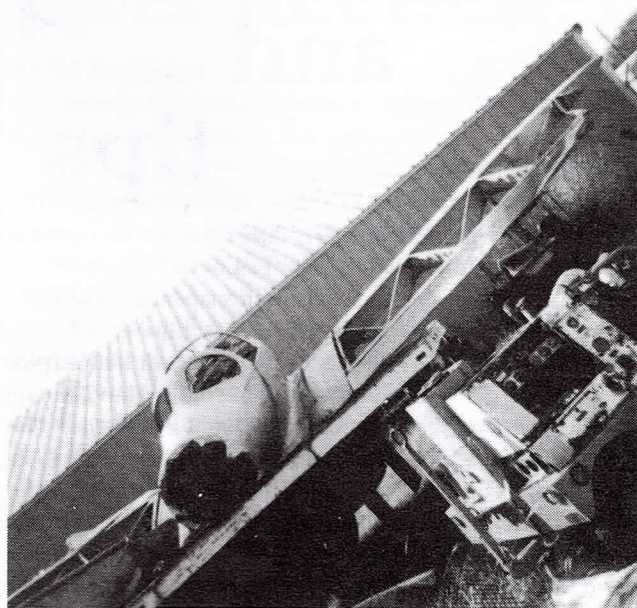
FOR SALE: 1946 Ercoupe 415-CD, 1400 TT, 495 SMOH, 160 STOH, no damage history, fresh annual, metalized wings, dual strobes, dual landing lights, rudder pedals — STC conversion, updated panel. Restored 1989 including new paint, interior, glass battery. Cleveland wheels and brakes, 1 piece windshield, extended baggage compartment with large rear windows, polished metal prop and spinner, heavy duty dual nose fork, new 1990 Mark 12-D 720 ch. nav/com with VOR indicator and memory bank, Sperry transponder with encoder, Sigtronics S.P.A. — 400 — 2 place intercom. Aircraft in excellent condition throughout. P. J. LaFontaine, 1110 Willow Lane, Cocoa, FL 32922, 407-639-1567 or O. P. LaFontaine, 749 Lake Harney Blvd., Mims, FL 32754, 407-349-9036 or FAX: 407-349-9578.

FOR SALE: 2 sets main landing gear — priced out per part and cheap. 1 nose gear strut, \$100. 1 top cowl, poor condition, \$30. 1 bottom cowl, good condition, \$35. 2 sets tail feathers per part, cheap. 1 nose bowl frame, \$25. 1 control yoke, \$40. 2 main gear fairings (1 with light) \$30 and \$40. Miscellaneous instruments: artif horiz, DG, rate of climb, TAC, suction guage, average \$30 each. 1 Mk 16 radio with glide slope, \$200. 1 old loran with manual \$35. 1 400x4 tire (almost new), \$25. Wood 65 hp prop for Continental, \$150. Joe Watson, 2560 Chaucer Ct., Eugene, OR 97405.

WANTED: Short neck oil tank for 1946 415-C Continental 75-85 hp serial #2419. Bob Davis, 419-899-2680.

FOR SALE: 1946 415-C, sold as assemblies only.

1. Body s/n 3790, TT 3022, new paint, with tail group cowl, on gear, clevelands, double fork, Forney windows, 9 cu. ft baggage, oversized panel, logs, \$3,400.
 2. Body s/n 1291, TT 1443, minor damage to lower fire wall, gear, tail group, Clevelands, new windows, logs, \$1,00.
 3. Metal wings, good spars, skin needs work, set \$1,600.
 4. Ceconite wings, set \$2,000.
 5. Ailerons, set \$400.
 6. C-85-12, 428 TSMO, 71/80 74/80 68/80 70/80, logs, \$3,000.
- 20% discount on 3 or more assemblies. Ken, Provo, UT, 801-374-2006 or 801-798-0471.



FOR SALE: Remains of 196 Ercoupe 415-C, s/n 1936. This aircraft crashed on a ranch in New Mexico in 1952/53 while on a search for an old woman lost in a sand storm. The owner said his dad had three Ercoupes and, afterwards, used this one for parts. The aircraft is rough from years of blowing around in the wind and cows walking and rubbing on it. It also has bullet holes in various places.

In my opinion, the aircraft is not worth rebuilding as a unit. But, I feel the wings and horizontal stabilizer and elevator could be rebuilt. They have some good ribs, spar caps and several cast fittings where the vertical fins attach to the horizontal stabilizer.

One main gear leg is twisted and the other looks salvageable. The ailerons have been stepped on by cows. The center section is hurt but may be repairable. The fuel tanks are beat up.

If no one is interested in the whole aircraft, I will pull parts and scrap the rest. I will pull parts and sell if someone is looking for something.

Pricing of parts: Will sell at 50% of Univair list for ready to use parts. Repairable parts open for discussion or \$500 for the complete aircraft.

Michael Grube, Aerodyne, Inc., 217 Heaslet, Clovis, N.M. 88101, 505-762-6642 days, 505-762-6766 home, 505-762-1328 FAX. (Fax is best because I'm in and out a lot.)

FOR SALE: 1946 415-D, s/n 1258, N93935, C-85-12, 669 TT engine. All airworthiness directives complied with, new tires, new battery. \$9,000. Dale Erickson, 1401 Fern Ave., Duluth, MN 55805, 218-728-2522.



Hints and tips

By Edward Nabb
Cambridge, Maryland 21613

I have owned Ercoupe N2500H for some 25 years and have kept it in flawless condition. I enjoy having a mechanic who is so careful that he wears both suspenders and belt.

Six months ago I thought it was time to have my propeller reworked. When I took it to the repair station it was their decision that it was airworthy but did not have enough metal for reworking. Therefore I bought a new one.

On careful inspection, I noticed a hairline crack in the hub with fits upon the tapered end of the crank shaft. After some difficulty, I located a replacement hub. It was magnafluxed and yellow tagged. It was properly installed with the new prop and a few hours later it fractured with a crack along the edge of the keyway, the full length of the hub.

There is no way you can discover this except to have the hub in your hand and make a very careful observation — I used a magnifying glass. I can't believe I'm the only person who has ever had this problem and recommend that our friends give this item careful attention.

A cracked hub and loss of a propeller is one of the great thrills of a lifetime.

[Egad! Did your prop fly off? Tell us more, Ed! Ed.]

By Andrew Strebeck
3831 Clarks Point Rd.
Baltimore, Maryland, 21220

This letter is to alert aircraft owners about the apparent breakdown in the reliability of airplane replacement parts.

Point #1: Faulty electrical parts

We had an incident this past month where an apparent bad coil in a Slick mag had to be replaced. The mag was on a 145 hp Continental engine in a 172. We bought a new coil for \$145. This coil has to have the value of at least \$25 in every other application except airplanes, so you expect the thing to be right.

We installed the coil and the engine continued to lose rpm on the right mag.

So, we bought \$135 worth of \$50 wires. This did not improve the issue, so off came that right mag again. The coil was removed and magnifying glass was used to inspect the coil. Low and behold, that coil was faulty. There are two wires, one coming out of each end and there are metal terminals on the ends. Someone at the assembly plant installed one of those ends over the insulation cover. They did not even attempt to skin the stuff to allow a contact between the terminal and the wire. Inspection?

So a mechanic and two other helpers removed, repaired and replaced unneeded wires and two coils to fix what should have been a routine job.

We had to pay twice to get the job done and we paid three times the value for that coil.

Point #2: 100LL fuel

At our field, we have had five incidents where valves have stuck open. In all cases the valve stem was firmly stuck in the valve guide by a gray powder. This is the wonderful lubricant in aircraft 100 octane LL ("low led") fuel. *[That gray stuff is lead, isn't it? Isn't there four times as much lead in 100LL as in 80 regular aviation fuel? Ed.]*

This fuel is causing problems. One of the following is wrong:

1. They are putting too much lead in the fuel. *[Even the official amount is too much for our engines. Ed.]*
2. The valve guide does not allow enough clearance to allow the unused lead to escape.
3. Someone is installing standard valve guides and are not reaming the guide out to proper tolerances after installation. *[?]*
4. The aircraft approved oil is no good at lubricating the valve stems and might need some additional additive. (Note: the aircraft oil containers do not list anything other than its oil.) Are the stems being oiled?

Some one or some club has to become involved! This 100LL is junk; it is a hazard to everyone. When engines quit, airplanes come down.

[Editor's note: When last I was based at an airport that only had 100LL, I regularly used TCP, the lead scavenger. Even with that, the planes that only used 100LL often had lead fowling of the spark plugs. I was told that we should never use 100LL without a lead scavenger.]

I can remember our former Region 6 director, Jon Hiles, telling us about the problems of 100LL 12 years ago at an EOC National Convention in Bowling Green, Ohio.

Does anyone know how the oil lubricates the valves stems? Does anyone know details about aircraft oil?

Help! Ed.]

By Ed Burkhead

There's a new Airworthiness Directive on Marvel-Schebler carburetors (later called Facet Aerospace Products and now Precision Airmotive) model MA3, MA3A, MA3PA, MA3SPA and MA4SPA that have been worked on or overhauled between November 1, 1991 and July 15, 1992.

If your carburetor hasn't been disassembled since October, 1991, you're home free.

There was a part manufactured with the part number CF30-766 date "10 91" stamped on the top of the float lever arm that was so thin-walled that it breaks easily. It was dangerous enough to require an AD. The AD in question is 92-15-16.

A note from Malcom Smith from Berkeley Heights, N.J. tells of finding cracked cylinders, rings, etc., on his C-90-14F engine that required replacing all four complete cylinder assemblies. Fortunately, he found the faults after a bad runup on the ground.

Make sure your inspections are real, not just paperwork exercises.

By Tony Broderick, FAA
on CompuServe id 76077,2520

Aviation Special Interest Group forum (AVSIG)

I remind everyone that the GPS [*global positioning system*] is not an operational system today, in any sense of the word. There are absolutely no guarantees as to its performance at any particular time. The "owners" [*the Department of Defense*] are testing various things at unpredictable times, and anyone relying on GPS for any navigation is making a serious mistake.

I expect IOC (initial operational capability) to be declared in maybe six months or more.

[Editor's note: I think that Tony Broderick is the FAA person in charge of administering the GPS (and maybe loran) for the FAA. Ed.]

By Ed Burkhead

I've corresponded with Rick Cremer of the FAA and he has "proven" to me that it is legal to fly IFR in a plane with venturis powering the gyro instruments:

[From a conversation on Compuserve...]

#: 330432 S15/FAA Topics

13-Nov-92 11:03:15

Sb: IFR vacuum requirements?

Fm: Rick Cremer, FAA 72130,3305

To: Ed Burkhead 70410,3231 (X)

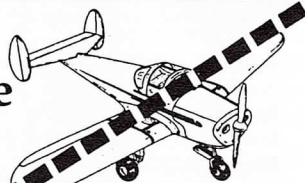
Ed,

A venturi powered vacuum system is legal according to the folks over in the Avionics Branch. FAR 91.205(d) does not require that the instruments be powered by any specific power source (e.g. vacuum, electric, venturi, etc.).

Take a look also at AC 65-15A, the Airframe Mechanic's Handbook, pages 501-502 which contains a discussion on venturi vacuum systems (about why you shouldn't fly into icing conditions with such a system). If you don't have access to the AC [manual] let me know. I'll fax you the pages. Best regards. Rick Cremer.

He did fax me the pages and I'll have more on this subject in the near future.

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



FOR SALE: Ercoupe model. The club has been able to get plastic coupe models with 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 are available for a while.

CPA needed!

By Ed Burkhead

Success sometimes breeds problems. Well, not really a problem, but a cost, in this case.

Because of our steady growth in recent years, our budget has gone over the magic number at which we, as a non-profit organization, need to have an audit of the books and prepare tax forms each year. (I think the magic number is a budget of \$25,000/year.)

We need a CPA to perform these tasks. If at all possible, it would be nice to have this done as a volunteer effort.

If you would like to volunteer, please call Skip Carden, our executive director, at 919-477-2193 or write him at P.O. Box 15388, Durham, NC 27704.

'92 Picnic report

By Marguerite Avise

The weather at the Arkansas Picnic was cloudy at times and rainy at times — mostly in the early morning or late at night. But Sunday was just right. Everyone got home OK.

Fred Weick was there and he looks good. Fred answered all questions asked him, in his usual friendly way. Gene Gagliardi accompanied Fred from Florida.

There was a lot of good food and music.

The trophies: Longest driven: 1st place — Gorvan LeDuc, Laurel, Mont., 1762 miles; 2nd place — Richard and Mildred Reilly, (first timers) Ockville, Ct., 1400 miles. Longest flown: 1st place — Marvin and Ruth Dunlap, Whitmore Lake, Mich., 725 miles; 2nd place — Jay Ferrell & Wilbur Eck, Minn., 700 miles. (They hanger together so it was a tie — they will share it for their hangar.) Jay is from Annandale, Minn., and Wilbur is from Monticello, Minn.

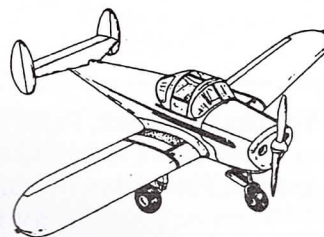
There were 28 Ercoupes, 16 generics and 116 people registered.

Late update on club models!

Due to the BIG response, the 1st 100 have been sold and Fran has orders for 200 more. A new order has been placed for 500 more models, but it may be a while before they come.

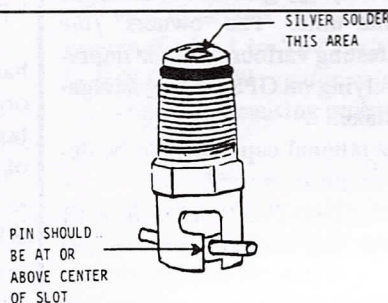
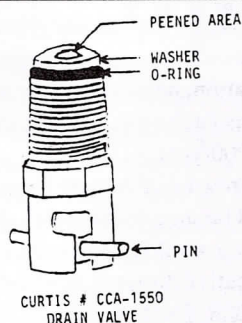
If you do send Fran an order, please mark it clearly to indicate that you know it might take a while. That'll save the club the expense of writing to tell you that.

ERCOUPE INSPECTION NOTES



ILLINOIS WING — ERCOUCPE OWNERS CLUB

NUMBER 12



The two Curtis drain valves in the wing tanks and one in the gascolator should be inspected at each preflight to insure that they are not coming apart.

There have been a few recent cases where the peened area at the top of the valve which holds the brass washer in place has broken off. This allows the center of the valve to drop down. Fuel then flows down through the valve causing the tank to empty and could cause an unplanned landing.

Inspect the location of the cross pin in the slot at the

bottom of the valve. If the pin is more than half way down the slot, it is an indication that the O-ring is badly worn or the washer may have become loose at the peened area.

Remove the valve, inspect the security of the washer. If it is loose, install a new valve. If it is not loose, the washer may be silver soldered to the valve to prevent it from coming loose in the future. Be sure to install a new O-ring before reinstalling the valve.

PREPARED BY ---- JIM MAYHALL ---- JERSEYVILLE, IL.

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 Patch.....	\$1.50
Vinyl (Club) Decal.....	\$.70
Club Directory.....	\$1.00

ERCOUCPE JEWELRY

(all items in gold and silver color
please specify color)

Tie Tack.....	\$3.75
Stick Pin.....	\$4.20
Necklace.....	\$4.50
Lapel Pin.....	\$3.20
Charm.....	\$3.50
Earring.....	\$4.70
(wire, clip & clasp)	
Fly-in Plaques (1976-1980).....	\$7.90

Large Enamel Coupe (currently only in yellow)	
on tie tac.....	\$5.00
on tie bar.....	\$5.00

EOC DIRECTORS

[Date after name is last year of director's current term in office. Ed.]

Region 1, CT, MA, ME, NH, NY, RI, VT, Dick Murphy-'94, 114 Academy St., Malone NY 12953, 518-483-2486.

Region 2, CANADA, Peter C. Philips-'93, RR#2, Orangeville, Ontario, Canada, L9W 2Y, 519-941-4113.

Region 3, OR, WA, AK, Bob Rakozzy-'94, #4 Bartok Place, Lake Oswego, OR 97013, 503-236-4218.

Region 4, ID, MT, WY, Ruban W. Jodsaas-'93, Box 396, Coldstrip, MT 59323, 406-748-2217.

Region 5, MN, ND, SD, WI, Russ Jensen-'94, 325 Cedar Street, Suite 450, St. Paul MN 55101, 612-291-8044.

Region 6-EAST, DC, DE, MD, NJ, PA, WV, Steve Kish-'93, RD 2, 460 Taylor Drive, Cedar Valley, PA, 18034, 215-838-9942.

Region 6-WEST, IN, MI, OH, Marvin Dunlap-'93, 8181 E. M-36, Whitmore Lake, MI, 48189, 313-231-3392.

Region 7, CA, NV, Tona Smith-'94, 6048 Halleck Pl., Stockton, CA 95219, 209-477-2223.

Region 8, AZ, CO (Western side of Rockies), UT, NM, F. Tim Yoder-'93, P.O. Box 17269, Fountain Hills, AZ, 85269, 602-837-1463.

Region 9, CO (Eastern side of Rockies), IA, IL, KS, MO, NE, Shirley Brittian-'94, 623 Rolling Hills Dr., Newton, KS 67114, 316-284-0145.

Region 10, DC, KY, NC, SC, TN, VA, Roy Wright-'93, 202 Jameson Rd., Easley, SC 29640, 803-855-0046.

Region 11, AR, LA, OK, TX, Leonard Page-'94, Rt. 1, Belleville, AR 72824, 501-495-2647.

Region 12, AL, FL, GA, MS, PR, Joe B. McCawley-'93 (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.

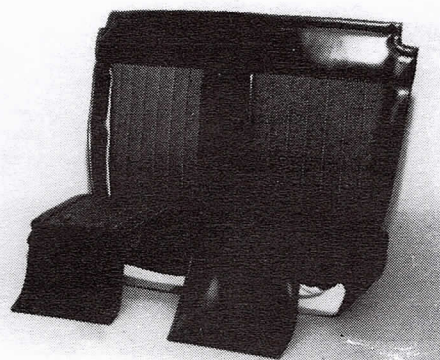
EXECUTIVE DIRECTOR — Skip Carden, P.O. Box 15388, Durham, N.C. 27704, 919-471-9492 (Executive Director is selected by Regional Directors.)

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
Arizona:	Daryle Lessard	5041 N. 85th Ave., Glendale, AZ 85305	602-872-2933
California — Northern Wing:			
	Joe Chitty	3511 White Cliff Circle, Napa, CA 94558	707-255-0938
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
Mississippi:	vacant		
Missouri:	Ron & Marguerite Avise	4200 NW 79th Terr #3, Kans Cty, MO 64151	816-746-5120
Minnesota:	Wilber Eck	Rt. 2 Box 312, Monticello, MN	612-295-2118
Nevada:	Max Doubrava	3121 Hastings Ave., Las Vegas, NV 89107	702-870-6007
Ohio:	Terry & Diane Shankland	851 Islington, Toledo, OH 43610	419-255-2956
Puerto Rico:	Garred Giles	Punta Borinquen, Calle N 136, Ramey, PR 00604	
Wisconsin:	Bill Matuscak	28824 W. Miday St., Cary, IL 60013	708-639-4120

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*add 25% for premium fabrics

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

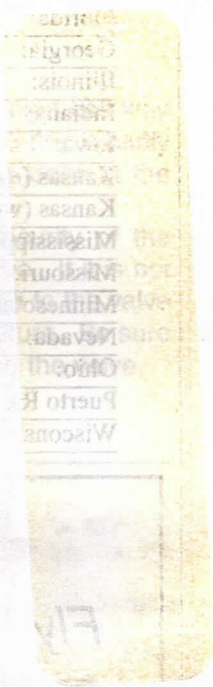
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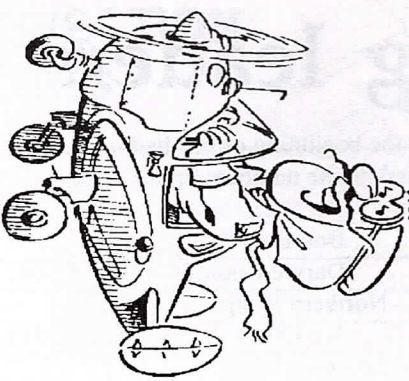


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By Paul Prentice

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

Review by Ed Burkhead:
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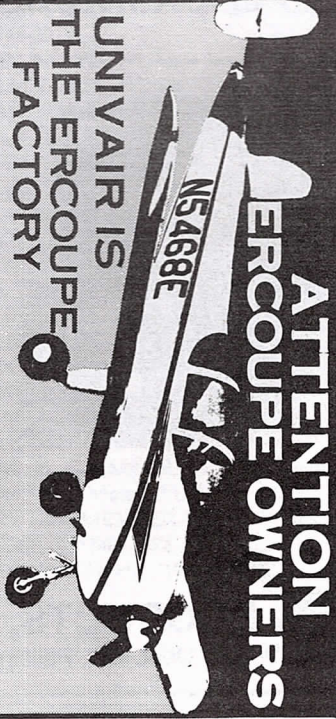
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