

February 2012 Newsletter - Cal 'Coupers Ercoupe Owner's Club, Region 7 (California)

***** Hello Everyone!**

The FAA has issued **SAIB CE-11-47R1** warning of possible **Goodyear inner tube** failures. Details on the FAA website under that number.

From Linda: My Ercoupe is finally up and flying again! Engine installation completed, and I've just survived my first owner-assisted annual. A big *THANK YOU* to all the helpful Cal 'Coupers who suggested Ercoupe-savvy mechanics! Several were good possibilities for the future, but not available within the time constraints I had. (All will be added to our website list of Ercoupe mechanics.) John Hammerstrand, A&P, AI, CFI, at Gillespie Field (KSEE) in El Cajon, not only worked straight through last weekend to do my annual, but flew up to TOA today to bring me the paperwork!

Now I'm back in the air, **the floor is open for scheduling SoCal fly-ins again!** (See below) Please send me your suggestions. Gary has suggested a Harris Ranch lunch (what do you say to a NorCal/SoCal meetup?), French Valley, and Santa Ynez (where he says a potential new Ercouper has offered to shuttle us all to a favorite restaurant.) French Valley has been sort of a traditional winter location, so I thought we might start there. Your suggestions for good meet-up locations, please?

GPS Bargain! I have been very happy with my GeoPilot by AvMap: it fits behind our Ercoupe yokes, velcro'd to the panel, runs off the cig lighter outlet (no battery, that's how they're so thin), and their Customer Service has been excellent: personal & responsive. They've released newer larger EKP units now, and Miriam just emailed me a personal offer for Ercoupers to get the remaining GeoPilot Plus units for just \$299, which I think is a great value! The only negative I've found is that to use it off A/C at home takes an inexpensive adapter. Email Miriam <msullivan@avmapnavigation.com> or phone her at 800.363.2627 and tell her you're an Ercouper or give my name.

***** Upcoming February EOC Region 7 events:** Please RSVP to Linda Abrams (contact info below) or Gary Dallugge (805-300-5349) for SoCal events, or to Maynard Smith @ ercoupe@suddenlink.net & Buzz Dolim @ buzz597@comcast.net for NorCal events as soon as possible, but no later than the Thursday night prior if you are planning to attend the event and would like to meet up!

Sat., February 11 -- NorCal: WOODLAND (O41) -- contact Buzz Dolim for details
Sun., February 12 -- SoCal: FRENCH VALLEY (F70) -- plan to arrive ~11:30 a.m. to catch up on Ercouper socializing and enjoy a tasty brunch. (I have set this for Sunday the 12th due to the relatively short notice; if I hear a strong group preference for Sat. 11th instead, will consider changing it.) RSVP to Linda.

Buzz's NorCal email list: NorCal folks need to know that Buzz Dolim leads a lot of informal Ercoupe fly-outs around NorCal, to brunch, lunch, airshows, etc., some impromptu. He wrote, "I add to the

[email] list only those who ask to be included....There are 32 on the NorCal list. Please RSVP for restaurants, not for shows." Tell Buzz at buzz597@comcast.net if you want to be on it.

Other Area Events this Month: (Let us know if you're going & want company!)

NorCal: Saturday, Feb. 11, 2012. Tuskegee Airmen to be honored at Gness Field
"Gness Field Community Association is hosting an exciting event honoring several of the Tuskegee Airmen (and some family members). This should be a great morning, and an opportunity to hear directly from them and participate in a QA about their experiences.

"We'll have several wonderful vintage aircraft on static display, weather permitting: P-51, Stearman, and T-6 trainer. We'll also have the "Redstar Formation Team" of CJ6 aircraft conducting a multi-pass formation flying and actually taking some of the TA up for the fly-bys.

"Doors open at 9:00am. Continental breakfast served – coffee, juice, fruit, coffee cake, etc.) Start time for presentation is 10:00AM

"WHERE: Gness Field, Scanlon Aviation Hangar

"RESERVATIONS: We have limited seating (190 seats), so we need to have anyone wishing to attend, send us an email with: name, # of seats, and phone number. Reservations will be on a first come first serve basis (until we reach our limit).

"DONATION: In addition to breakfast, we'll be renting chairs, stage, etc.. We'll have the static display and the flyover as well. Recommended DONATION for this event is \$10 for adults and \$5 for kids.

"Initially, we'll take reservations for 190 people. We are setting aside some seats for EAA. At the beginning of the week of Feb. 6, we'll see if we can get more hangar space and increase the number of seats available. We'll keep you updated.
Continental Breakfast: We'll have a "continental breakfast" with coffee, tea, juice, coffee cake, croissant, and fruit and the venue will be set up for chairs only (no round tables)."
Steve Knecht

415-893-9941 (office)

415-246-5493 (cell)

Monthly Events in So. Calif. from <http://mysite.verizon.net/lbalders/>

Palm Springs Air Museum, Palm Springs CA	Every Sat PM, museum aircraft flown regularly
Chino Planes Of Fame Open House, Chino CA	1st Saturday, 3rd Sunday, west of Cal Aero Dr.
Agua Dulce Airpark, Agua Dulce CA	1st Saturday, and 3rd Sunday
Santa Paula Open House, Santa Paula CA	1st Sunday Aviation Museum of Santa Paula
Apple Valley Open House, Apple Valley CA	2nd Sunday, Antique/classic static
Brown Field Fly-In San Diego CA	2nd Sunday San Diego Flight Museum
Whiteman AP Open House San Fernando CA	2nd Sunday Whiteman Airport Association
Corona Airport, Corona CA	2nd Sunday Antique Aircraft Display/Fly-In
Fullerton Airport Fly-In Fullerton CA	2nd Sunday
Brackett AP Open House, LaVerne CA	3rd Sunday
Zamperini AP Open House, Torrance CA	4th Sunday
El Monte AP Classics Display El Monte CA	4th Sunday of the Month

***** REPORTS from past events:**

Cable Air Show by Les Slifkin -- It was just Gary [Dallugge] and Don [Wollard] that made it in on Saturday. Dan Hall came in from Chino. Ron had to work all weekend. And Tom's plane is down having the cowl replaced. Ken and I made it to Cable on Sunday. What a difference 24 hours makes. The skies were CAVU. Except for a little turbulence west of Brackett.

You can see Gary's take-off leaving Cable ~ 11 min. into this video of the event <http://youtu.be/ZiJu1JNoaZA>

DanHall (former EOC-7 Director, now an RV-er) added this:

It was a gorgeous weekend in SoCal with crystal clear blue skies and temps in the 70's. The first air show of the season, the Cable Air Fair was this past weekend. A formation Flight demonstration was put on by the SoCal Ravens - there were 8 of us flying. There was great flying weather on Saturday, and the event was very busy (some Santa Ana winds on Sunday kept some of us away). Overview & video montage of the show with one of our passes about 50 seconds

into the video; <http://www.youtube.com/watch?v=kxeVqsRn6il&feature=youtu.be>

The attached pics were taken after the Air Show, as the three Chino based RV's departed. The lead white & yellow or # 1 plane is 'Fast Eddy' Tohikian, the # 2 polished aluminum plane is 'Wingnut' / Brad Peacock and the # 3 white and green plane is mine (Dan / me).



The formation demo went very well. Some in flight video from Fast Eddy's plane;

<http://youtu.be/jtqyKA4d1GA>

Links below show a few seconds of a couple of the passes from the ground. Missing Man Formation RAW Video. <http://www.youtube.com/watch?v=gAAznjWaYv4>

Cable Air Show RV Flight of 8. First Double Diamond Formation RAW Video.

<http://www.youtube.com/watch?v=ztlQgvols2s>

This is what it looked like from inside the # 2 plane. My plane is # 3 directly across during most of the flying. Video taken by Axel Alvares ("A/C") in his RV-4; he's a test pilot at China Lake NAWS flying F/A-18's and Cobra attack helo's is his day job. <http://www.youtube.com/watch?v=9xvF-hz89Vw>
Enjoy the ride....

Willows, Jan. 14 - report by Buzz Dolim:

"We had 5 'Coupes, one C-172, one Kitfox, and one Cherokee show at Willows for breakfast. Total souls were 12. [per Rick Eason: "Killin' me.....also an RV-9A there."]



The three standing; Don, Rick, Buzz. The group shot, standing; Don, Buzz, Lisa, Bob, Steve, Jeanne, Bob, Myron. Kneeling, Wray and Bill. I think Rick was handling the camera. Frank had disappeared.



One 'Coupe showed up after



breakfast while we were preparing for departure. I believe it was Bob Hall. Sorry Bob, but we were a little pressed for time. Hope to connect in the near future. -- Buzzzz

2012 CALENDAR

We have an invitation to attend one of the the Catalina Aero Club's 2nd Saturday Display Day & Fly-Ins sometime. If we do this as a group, I can arrange no-landing-fee. Who is interested? And for what 2012 month(s)? Please reply to Linda.

SoCal Ercoupe schedule to be discussed at the French Valley brunch on 2/12 (see abv.)

NORTHERN CA ERCOUBE SCHEDULE

FEBRUARY 11	WOODLAND (O41)
MARCH 10	AUBURN (AUN)
APRIL 14	CASTLE (MER)
APRIL 12-13-14-15	AZ WING DING (KNH) (HAVASU)
MAY 12	RED BLUFF (RBL)
JUNE 8-9-10	GOLDEN WEST AIRSHOW (MYV)
JUNE 9	SAC EXECUTIVE (SAC)
JULY 14	LODI (103)
AUGUST 11	WILLOWS (WLW)
SEPTEMBER 8	AUBURN (AUN)
OCTOBER 13	OROVILLE (OVE)
NOVEMBER 10	SAC ECECUTIVE (SAC)
DECEMBER 8	RED BLUFF (RBL)

THIS SCHEDULE WILL BE AMENDED AS NECESSARY, AS SOON AS MORE INFORMATION BECOMES AVAILABLE REGARDING AIRSHOWS, DATES, WEATHER, ETC.

IT IS IMPORTANT THAT WE ALL RSVP, ESPECIALLY FOR PLACES LIKE WILLOWS, EXECUTIVE, AUBURN, WOODLAND, ETC.

PLEASE E-MAIL BUZZ OR MAYNARD AS TO YOUR INTENTIONS.

EOC-7 -- Next Few Months -

AZ Wing Ding, April 13-15

“This is a heads up for the 2012 AZ WingDing. It will be held in Lake Havasu City during the weekend of April 13 and departing on Sunday the 15. HQ will be at the same motel that we had the last time--Sands on the Fairway 928-764-2200 877-575-2777. The lady at the Fairway is Lisa Good and her email address is Lgood67@live.com

“The banquet will be held at Krystals and the banquet will start a little early, as prices are better \$9.95, for the early bird specials, quite a variety, we will be on the side with the bar. Since we will probably finish earlier, there is another bar right across the street called the Cabana Palms. This area is closest to the Bridge. The motels around there are Travelodge, Windsor Inn, Rodeway, Hamptons, Motel 6 and Motel 8, all relatively closer to the Banquet. I did not make arrangements with these motels, as you probably can get better deals on the Internet.

“The Pool Party will be held at the Fairway, just like last time. Registration form will be forth-coming.

“FBO D2 is where we will be parking planes. No tiedown fees, as long as you buy gas. Fuel currently is approximately \$5.15, constantly on the move.

“We will be up there the Thursday before, April 12. Questions, please call 623-582-8876 or email. If you know of someone that would be interested in coming, please forward a copy of this on to them, or let us know and I will do it.”

Thanks, jo

EOC 2012 National Convention:

“A brief note to remind you that the Ercoupe Owners Club national convention will be **June 21-24, 2012**, at Mount Vernon Outland Airport (KMVN). [<http://www.airnav.com/airport/KMVN>] We are hoping this will go better than the one in 2010, which was held in September, when we had 800 foot ceilings most of the time, thanks to some hurricane. The facility is great, and air conditioned, and there is a restaurant and plenty of meeting facilities in the terminal building. The airport management loves us, so that sure helps. For 2012 we have moved the banquet to the Green Hills Golf Club, allowing us to reduce the cost.

“The **registration form** for this event has been uploaded to the FILES section of the group at groups yahoo.com, and should be available in the Capers next month. If you need one, email me, and I'll email you a PDF version.

“So far, **Jessica Cox** has indicated that she intends to be there as our guest speaker at the banquet. And remember - you need a ticket for the banquet!

“Looking forward to blue skies and a great convention,”

Larry Snyder N99340 larry.e.snyder@gmail.com

For more details about an event please contact:

NorCal: Maynard Smith @ ercoupe@suddenlink.net AND Buzz Dolim @ buzz597@comcast.net or 530 743 3672.

SoCal: Linda Abrams @ LASprite@cox.net or phone *between 10 am - 10 pm ONLY please* (323) 394-2331, and Gary Dallugge @ (805-300-5349)

The Fly In & Air Fair event dates are generally fixed. The 'rain date' for the California 'EOC Fly-out' events will normally be the following weekend however; contact the Wing Leader or Director for details. For the EOC SoCal Fly-out events, plan to arrive for late brunch or lunch (~ 11 AM to 12:00 noon), with

most departing around 2:00 PM although this is entirely a personal choice. If you have a friend to fly to the event with, you are encouraged to do so (passenger or an Ercoupe 'flight').

Ercouper / member Profile(s):

YOUR STORY HERE..... !!! (Yes, YOU!)

Please share your own aviation history. Do you have a story to tell...? We'd like to hear it, and learn more about our members. Email me @ LASprite@cox.net

Planes of the Month:

[YOUR PLANE'S STORY HERE..... !!! We're interested in your Ercoupe/Aircoupe's history, too.]

***** News of interest, Ercoupe-related:**

For Sale: 1946 Ercoupe 415-D 90 hp, 3461 TT, 1006 SMOH, 0 STO, annual Oct. 2011. Just paid over \$12,300 for an annual and top overhaul. Must sell to pay the bill! Restored in 1988. NDH Nav/Com, Xpedx/Mode C, electric turn and bank, portable intercom, landing lite, nav lites, large baggage comp, large back windows. continually hangered, good paint and interior 8/10. Dual nose forks w/ new axle, Garmin GPS, wing tanks removed and sealed, new fuel lines and fuel drains, new seal kits on brake master cylinders and calipers. New brake line assemblies, New ELT batt. New top overhaul by Ly-Con. Cleveland brakes, all metal, no rudder pedals, bubble windshield, tow bar, etc. all logs since new. \$21,000 firm. **Jeff Bryson**, Bak. Ca. (661) 428-6010 or jab@bak.rr.com

FOR SALE; ERCOUCPE RUDDER PEDALS ONLY, NO OTHER ASSOCIATED PARTS INCLUDED (MAY BE AVAILABLE AT A LATER DATE)
\$150.00 PLUS SHIPPING. BUZZ DOLIM; 530 743-3672 buzz597@comcast.net

FOR SALE; 2 EA ERCOUCPE MLG FAIRINGS WITH LANDING LIGHT FAIRINGS. \$150.00 PLUS SHIPPING.
BUZZ DOLIM; 530 743-3672 buzz597@comcast.net

'Coupes in History

Posted by: "Stephen Pizzo" (also sent in by Buzz & Jim Grimes)

New film details **Athens brothers' aerial circus**

(Clip) full article here: <http://onlineathens.com/local-news/=20>

The Aerial Circus was born after World War II when Thrasher purchased some surplus planes Piper Cubs, a Stearman biplane and two Ercoupes from the U.S. Army for \$200 to \$500 each and a new 1946 Ford car. Among the most celebrated stunt was the landings and takeoffs on a wooden platform on top of a moving car.

The driver of the car would slow down when he felt the wheels touch the platform and the pilot would cut the engine of the plane, Thrasher said.

They had to do this without having access to communication between

each other and they had to do it fast because they only had about 2,000 feet (of runway) to do it, he said.

The elder Thrasher also took two Ercoupe planes and bolted them together to make one plane piloted from one cockpit. No one else had done this, but the plane flew. And Thrasher said he knows of no one else, other than his father, who has tried this feat.

And from Marty Duke: Here are a couple of clips of the twin ercoupe actually flying http://www.youtube.com/watch?v=3D2R_76LHkU6I&feature=3Dyoutube_gdata_play=er

And **Bill Bayne added:**

Here's some pictures of the real thing:

http://ercoupe.com/story_4.php

News of interest & Fun Stuff, Other:

Well, this is good news....

The skies may not be friendlier - but they are safer than ever, according to reports.

2011 was setting up to be "the best year ever for safety," Paul Hayes, the director of safety for London-based aviation consulting company Ascend told MSNBC. According to the agency's count, 401 people died on commercial and charter planes in 2011 around the world, down from 726 in 2010.

Read more: <http://www.nydailynews.com/news/national/airplane-deaths-record-2011-report-article-1.999500#ixzz1iGLMIx2G>

News from Golden West Aviation Association, Inc.

With the new year the count-down has begun for the 2012 air show. We have an exciting year ahead of us, so join the fun!

The Planning Meeting is scheduled for 11:30 pm on Saturday, February 11, 2012 and will be held in the Clinton Hanger. This is the first meeting of the new year and will help we encourage all airshow coordinators to participate. Also, we have several coordinators positions that need to be filled; if you know of someone who is interested in joining our organization, please have them contact Amy Clemens at (530) 674-8100 or email at amyclemens@goldenwestflyin.org.

The Executive Committee Meeting will be held on February 11, 2012 at 09:00 - 11:00 am in the airport managers office.

Volunteers Needed: Planning an air show is a tremendous job and could not be done without the help from our volunteers. If you, or someone you know is interested in becoming a coordinator or volunteer and want to meet other aviation enthusiasts, we welcome you to join us in making the 2012 air show a great success.

For air show information or questions you may have, please visit our website. <http://www.goldenwestflyin.org/>

Contact Information: phone: 530-674-8100

Buzz Dolim sent in: **"Beer Carrying" Spitfires!**

In the lighter moments of World War II, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy.

During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called "sourcers", were able to get wine or other niceties "from the land" or rather from the locals. RAF Spitfire pilots came up with an even better idea.

The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.

A variation of this was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the "official" designation.

As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great-Britain for "maintenance" or "liaison" duties. They would then return to Normandy with full beer kegs fitted under the wings.

Typically, the British Revenue of Ministry and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks. Most often, this was done with the unofficial approval of higher echelons.

In his book "Dancing in the Skies", Tony Jonsson, the only Icelander pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.

The Spitfire had very little ground clearance with the larger beer kegs.

In his book "Typhoon Pilot", Desmond Scott also recalls Typhoon drop tanks filled with beer but regretted that it acquired a metallic taste.

Less imaginative techniques involved stashing bottles wherever space could be found on the aircraft, which included the ammunition boxes, luggage compartment or even in parts of the wing, with varying results. Champagne bottles in particular did not react well to the vibrations they were submitted to during such bootlegging trips.

Pilots N'Paws story sent in by Fred Wilson:

> We went to bed last night at 10 pm because we had to get up early
> this morning (1/1/12). We were at the airport (Henderson, NV)
> before 9 this morning and we landed at Cable Airport (Upland, CA)
> about 10:40 (enroute 1:24). Nothing open, of course, (except the
> bathroom).

> At 10:50, "Kona" showed up (driven by "Grace" who had fostered

> him). He had been in foster care for around a month. 11 months old,

> pure jet black, German Shepherd (with one floppy ear which makes
> him look adorable). Sad story. The previous owner had kept him
> chained outside with a muzzle on. The top of his nose had no hair
> and the muzzle had worn through the skin and the top of his nose
> was bleeding when the shelter got him. They patched him up and now
> he looks completely normal. No sign of damage.

>

> He was hyper in Calif so we have no picture of him there. We got
> him in the kennel in the back seat as quickly as we could. In the
> picture below (CA), you can see the kennel in the back seat through
> the window. It was warm there (mid 70's), so we got going at once.
> During the climb he woofed once as if to say, "This isn't as bad as
> I thought it would be."
> I laughed when he did that.

Maybe someone also wants to volunteer. Here is the home page for PilotsNPaws:

<http://pilotsnpaws.org/>

We don't take any money but often are given baked goods or a T-shirt.



Another Pilots N'Paws story showed up on the Mensa "AvSIG" list this month, by Roger M. Derby:

"After years of trying to remain current while flying only when I thought about it or had a family "do," I've been into "Pilots N Paws" lately. (<http://pilotsnpaws.org/>)

"Their web site is much, much better than it was even one year ago. The "join our group" tab is top center with a drop down menu that gives pilots an entry point.

...

:Statistics are hard to keep accurately, but my web page is pretty close: <http://home.insightbb.com/~derbyrm/flying.html> There's two more flights moving five more dogs than shown on the list.

JVY-JWN-CEY-I68-I69-JVY, 5.5 hrs, four dogs last Thursday, and JVY-I18-JVY, 3.4 hrs, one dog today.

"Sure, it's bailing the ocean with a tablespoon, but each dog is an individual. Read "The Wolf in the Parlor" by Jon Franklin or scroll down my page to PnP 08 for motivation.

"Direct costs are tax deductible. PnP has a form, but I'm bad with those. I rely on the hundreds of e-mails and on photographs to refute any (unlikely) IRS objection to my \$50/hr gas & oil claims (and I do have a disorganized envelope of receipts).

"PnP furnished the cage which usually takes the place of my back seat and simplifies life with dogs that are simpatico. Others get a harness and tether to keep them out of my face. (Often the cage is collapsed and it sometimes eats fingers and scars the 37 year old plastic A/C interior in its transition from

flat to cubic.) I've had no troubles from the dogs and the people are interesting. Labs & GSPs are my favorite flavors of dog."

Roger

(It sure beats the "free" bratwurst at Sporty's on Saturday mornings.)

derbyrm@insightbb.com

<http://home.insightbb.com/~derbyrm/>

ART KRESSLY sent in this bit of aviation humor:

Fw: Round Aircraft Engines Verses Jet Engines....

Note: The AD6 is the US Navy version of the Douglas AD1 Skyraider, a very large piece of equipment!



Starting, take off and flying with the wonderful radial powered aircraft (an AD-6)

Radial Starting (3350 engine on an AD-6)

Be sure you drain both the sumps. (You can fill your Zippo lighter while you do this)

Look out the left side of the oily cockpit canopy and notice a very nervous person holding a huge fire bottle. Nod to this person.

1. Crack throttle about one-quarter of an inch.
2. Battery on
3. Mags on
4. Fuel boost on
5. Hit starter button (The four bladed 13' 6' prop will start a slow turn)
6. Begin to bounce your finger on top of the primer button.
 - a. This act requires finesse and style. It is much like a ballet performance. The engine must be seduced and caressed into starting.
7. Act one will begin: Belching, banging, rattling, backfiring, spluttering, flame and black smoke from the exhaust shooting out about three feet. (Fire bottle person is very pale and has the nozzle at the ready position)

8. When the engine begins to "catch" on the primer. Move the mixture to full rich. The flames from the exhaust will stop and white smoke will come out. (Fire bottle guy relaxes a bit) You will hear a wonderful throaty roar that is like music to the ears..
 - a. Enjoy the macho smell of engine oil, hydraulic fluid and pilot sweat.
9. Immediately check the oil pressure and hydraulic gages.
10. The entire aircraft is now shaking and shattering from the torque of the engine and RPM of prop.
 - a. The engine is an 18 cylinder R-3350 that develops 2,700 HP.
11. Close cowl flaps to warm up the engine for taxi.
12. Once you glance around at about 300 levers, gauges and gadgets, call the tower to taxi to the duty runway.

Take off in the AD-6

1. Check both magnetos
2. Exercise the prop pitch
3. Cowl flaps open.
4. Check oil temp and pressure.
5. Crank 1.5 degrees right rudder trim to help your right leg with the torque on takeoff.
6. Tell the tower you are ready for the duty runway.
7. Line the bird up and lock the tail wheel for sure.
8. Add power slowly because the plane (with the torque of the monster prop and engine power definitely wants to go left).
9. NEVER add full power suddenly! There is not enough rudder in the entire world to hold it straight.
10. Add more power and shove in right rudder till your leg begins to tremble.
11. Expect banging, belching and an occasional manly fart as you roar down the runway at full power. (I have found that the engine can make similar noises)
12. Lift the tail and when it "feels right" pull back gently on the stick to get off the ground.
13. Gear up
14. Adjust the throttle for climb setting
15. Ease the prop back to climb RPM
16. Close cowl flaps and keep an eye on the cylinder head temp.
17. Adjust the power as needed as you climb higher or turn on the super charger.

Flying with the round engine.

1. Once you reach altitude which isn't very! high (about 8000 feet) you reduce the throttle and prop to cruise settings.
2. The next fun thing is to pull back the mixture control until the engine just about quits. Then ease it forward a bit and this is best mixture..
3. While cruising the engine sounds like it might blow or quit at any time. This keeps you occupied scanning engine gauges for the least hint of trouble.
4. Moving various levers around to coax a more consistent sound from the engine concentrates the mind wonderfully.

5. At night or over water a radial engine makes noises you have never heard before.
6. Looking out of the front of the cockpit the clouds are beautiful because they are slightly blurred from the oil on the cockpit canopy.
7. Seeing lightning in the clouds ahead increases the pucker factor by about 10.
 - a. You can't fly high enough to get over them and if you try and get under the clouds----you will die in turbulence.
 - b. You tie down everything in the cockpit that isn't already secured, get a good grip on the stick, turn on the deicers, tighten and lock your shoulder straps and hang on.
 - c. You then have a ride to exceed any "terror" ride in any amusement park ever built. You discover the plane can actually fly sidewise while inverted.
8. Once through the weather, you call ATC and in a calm deep voice advise them that there is slight turbulence on your route.
9. You then scan your aircraft to see if all the major parts are still attached. This includes any popped rivets.
10. Do the controls still work? Are the gauges and levers still in proper limits?
11. These being done you fumble for the relief tube, because you desperately need it. (Be careful with your lower flight suit zipper)

The jet engine and aircraft

Start a jet

1. Fuel boost on.
2. Hit the start button
3. When the JPT starts to move ease the throttle forward.
4. The fire bottle person is standing at the back of the plane and has no idea what is going on.
5. The engine lights off---and---
6. That's about it.

Take off in the jet

1. Lower flaps
2. Tell the tower you are ready for takeoff.
3. Roll on to the duty runway while adding 100% power.
4. Tricycle gear---no tail to drag---no torque to contend with.
5. At some exact airspeed you lift off the runway.
6. Gear up
7. Milk up the flaps and fly.
8. Leave the power at 100%

Flying the jet

1. Climb at 100%
2. Cruise at 100%
3. It is silent in the plane.
4. You can't see clouds because you are so far above them.

5. You look down and see lightning in some clouds below and pity some poor fool that may have to fly through that mess.
6. The jet plane is air conditioned!! Round engines are definitely not. If you fly in tropical areas, this cannot be stressed enough.
7. There is not much to do in a jet, so you eat your flight lunch at your leisure.
8. Few gauges to look at and no levers to adjust. This leaves you doodling on your knee board.
9. Some call girl friends on their cell phones: "Guess where I am etc"

Some observed differences in round engines and jets

1. To be a real pilot you have to fly a tail dragger for an absolute minimum of 500 hours.
2. Large round engines smell of gasoline (115/145), rich oil, hydraulic fluid, man sweat and are not air-conditioned.
3. Engine failure to the jet pilot means something is wrong with his air conditioner.
4. When you take off in a jet there is no noise in the cockpit. (This does not create a macho feeling of doing something manly)
5. Landing a jet just requires a certain airspeed and altitude---at which you cut the power and drop like a rock to the runway. Landing a round engine tail dragger requires finesse, prayer, body English, pumping of rudder pedals and a lot of nerve.
6. After landing, a jet just goes straight down the runway.
7. A radial tail dragger is like a wild mustang---it might decide to go anywhere. Gusting winds help this behavior a lot.
8. You cannot fill your Zippo lighter with jet fuel.
9. Starting a jet is like turning on a light switch---a little click and it is on.
10. Starting a round engine is an artistic endeavor requiring prayer (curse words) and sometimes meditation.
11. Jet engines don't break, spill oil or catch on fire very often which leads to boredom and complacency.
12. The round engine may blow an oil seal ring, burst into flame, splutter for no apparent reason or just quit. This results in heightened pilot awareness at all times.
13. Jets smell like a kerosene lantern at a scout camp out.
14. Round engines smell like God intended engines to smell and the tail dragger is the way God intended for man to fly.

Video Links: **REMINDER: Send only links. We can't use embedded films, or attachments, etc., in this newsletter!**

A BIG Thank You to the contributors this month including: Ken Iwahashi (web master), Buzz Dolim, Jim Grimes, Fred Wilson, Dan Hall, Stephen Pizzo, LesSlifkin, Marty Duke and Bill Bayne.

Check out the various Ercoupe Web sites:

- 1) *** Our EOC Region 7 web site is <http://www.calcoupers.org>
Look here for Resources; A&P/IA's; Classified Ads; we're also collecting or linking to Performance & Mechanical information, Weather & Flight Planning tools, etc.
- 2) Also check out the National EOC site @ <http://www.Ercoupe.org/>
(Please join and support our National Club organization (The Ercoupe Owner Club or EOC, based back in NC). They really help us all in many ways and are well worth the VERY modest annual fee (\$30). To join up please either contact Carolyn Cardin @ coupecaper@aol.com OR (news flash!!!) the Ercoupe Owners Club is now accepting credit cards for memberships and renewals on their web site @ <http://www.ercoupe.org/> & <http://www.ercoupe.org/Pay%20Pal.htm>)
- 3) International Ercoupe Owners Club (join!) @ <http://www.Ercoupe.org/>
- 4) Ed Burkhead's Ercoupe web site (& sign up for the Tech or Fly-in email lists mentioned below) @ <http://edburkhead.com/Ercoupe/index.htm>
- 5) The Ercoupe network (photos, AD's & links) @ <http://www.Ercoupe.net/>
- 6) Harmut's Ercoupe technical info, maintenance, & repair site; <http://www.ercoupe.info>
- 7) Jason Ellingson's Ercoupe site - lot's of interesting links @ <http://www.ellingson.com/Ercoupe/links.asp>
- 8) Mike Willis's UK Ercoupe site @ <http://www.ercoupe.co.uk/>
- 9) Ercoupe site (Belgium) @ www.ercoupe.be
- 10)Used Ercoupe parts: Vern Gregory is parting out ~30 Ercoupes & Aircoupes <http://www.usedercoupeparts.com>, VGREGORYG@aol.com. Alpha Aviation have begun a commercial site at <http://www.flyagainparts.com>, and the ercoupe-trading-post at yahoo groups.

Highly recommended: the Ercoupe Yahoo Group Chat mailing lists:

Technical information <http://groups.yahoo.com/group/ercoupe-tech/>

If you've never looked it over, I highly recommend checking it out! You can post a technical question here one day & have 6-8 answers waiting for you the next morning! And the Archives are searchable; find out whether someone else has dealt with the same mechanical/technical issues you have!

For Social, Fly-ins, and General content: <http://groups.yahoo.com/group/ercoupe-flyin/>

Best Regards,
Linda Abrams
EOC Region 7 Director

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