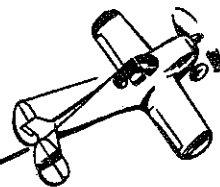


ERCOUPE  
SERVICE  
MEMORANDUM

No. **3**

# *Ercoupe* **MEMORANDUM**

**SUBJECT: Over-demonstrating Ercoupes**



1. Our attention has been called to the fact that many distributors and their pilots are overdemonstrating the Ercoupe Airplane. That is, they are doing maximum performance maneuvers at minimum altitudes and at minimum speed. You can readily see that this type of flying is apt to lead to accidents.

2. We have had one case of an accident reported to us that resulted from demonstrating the Ercoupe in a landing in which the control wheel was pulled back and held full back while the airplane zoomed to a nose high position and went through the normal oscillations. On the second oscillation and when in the nose up position, and at the moment when the airplane was at below minimum speed, the wheel

was pushed forward and resulted in a nose down position from which the pilot was unable to recover before he struck the ground. Had the pilot only dampened the oscillation and at the same time applied full power, the airplane would have hung in this attitude, perhaps settled slightly, and would have continued under control.

3. In order to maintain the excellent safety record on the airplane, it would be advisable to fly a medium path with sufficient reserve to maintain the extra safety factors built into the airplane.

4. Your cooperation in instructing your pilots regarding this matter would be greatly appreciated.