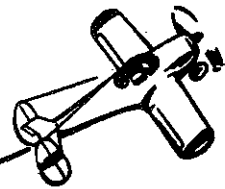


# Ercoupe MEMORANDUM

ERCOUPE  
SERVICE  
MEMORANDUM

No. **64**  
**65**

**SUBJECT: Repair, O. P. Rear Spar  
Tail Cone Repair Method**



November 13, 1952

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## 64. REPAIR ASSEMBLY, OUTER PANEL REAR SPAR

1. A new service assembly, S.A. 24, has been developed and just approved by the C.A.A. This assembly is designed to simplify repair of damage to the inboard end of the outer panel rear spar, providing the damage does not extend outboard of a point 15" from the inner rib.
2. The service assembly comes complete with the hinge fitting and is drilled for rivets. The splice plate to attach the assembly to the stub of the original spar, which is cut off in accordance with instructions, is factory installed on the assembly. The undamaged portion of the spar need not be removed from the wing in making the repair. Rivets and instructions for installation are supplied with the assembly.

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## 65. TAIL CONE REPAIR METHOD

1. We have developed a method of repairing and reinforcing the tail cone of the Ercoupe fuselage where it is subject to damage when the tail is struck in an accident. The damage normally consists of permanent deformation of the side skins and other structure below the forward edge of the stabilizer.
2. The repair procedure, which has been approved by the C.A.A., is designated RM52-1. It can be used as long as the skins are not damaged forward of the mid-point between Frame H and I in the tail cone and also provided Frame K and the skin within 4" of it has not been damaged. It is also necessary that the channel extending from Frame I to K is still intact. For identification of these frames, see Page 30 in the Ercoupe Service Manual.
3. Instructions and blueprint for RM52-1 are available through the usual dealer and distributor channels. Material for the repair is standard extrusion, which can also be obtained through dealers if not locally available.