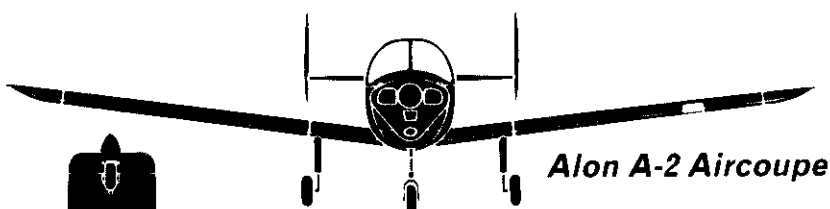
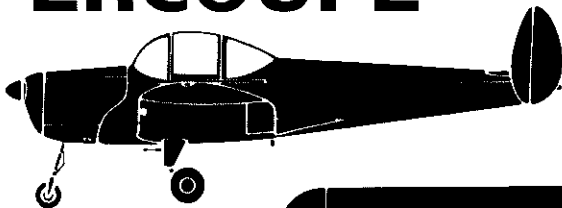
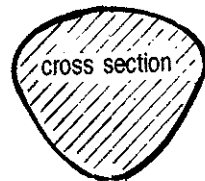
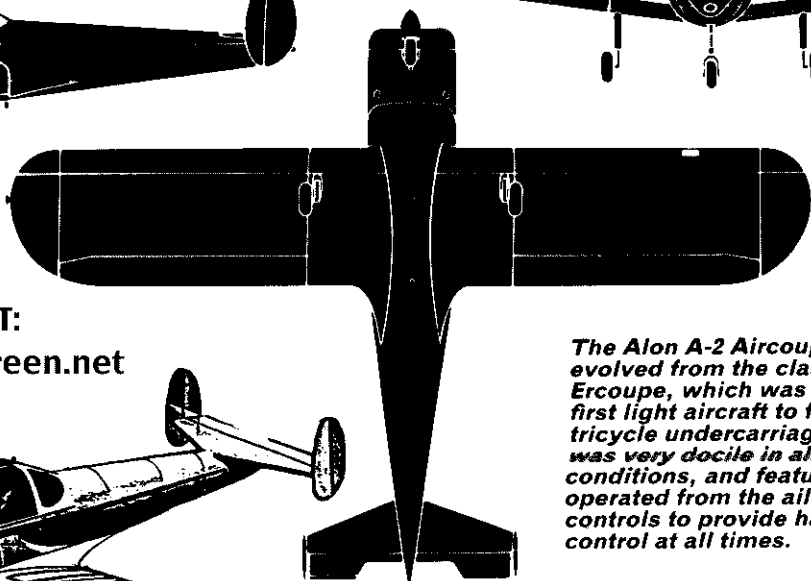


ERCOUPE



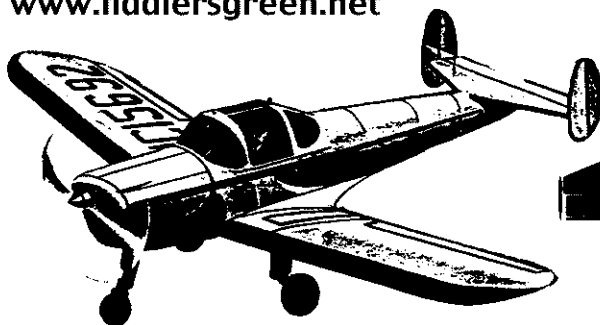
Alon A-2 Aircoupe



CROSS SECTION

CHECK OUT:

www.fiddlersgreen.net

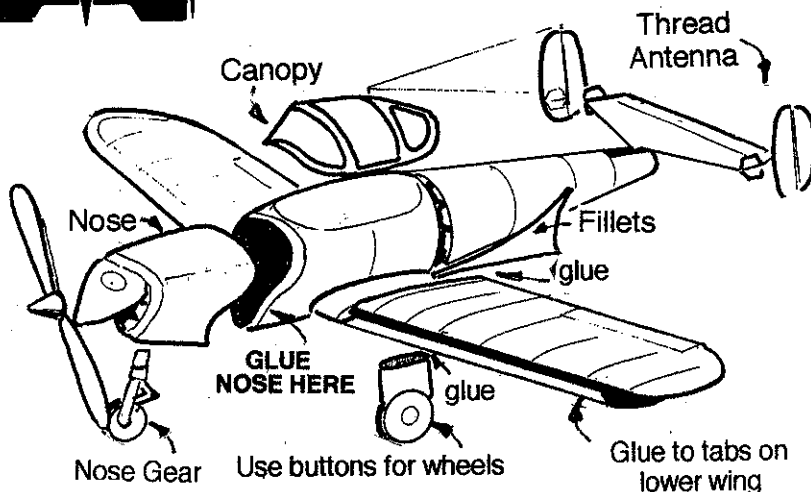


The Alon A-2 Aircoupe was evolved from the classic Erco Aircoupe, which was one of the first light aircraft to feature tricycle undercarriage. The type was very docile in all flight conditions, and featured rudders operated from the aileron controls to provide harmonised control at all times.

WING DIHEDRAL



Precurve center section and glue to wing upper surfaces



Nose Gear

GLUE NOSE HERE

glue

Use buttons for wheels

Glue to tabs on lower wing

The **Alon Model A-2 Aircoupe**, a classic American lightplane, has a long history, being designed by the Engineering and Research Corporation founded in 1930. The prototype of this company's **Erco Model 415-C** was not flown until 1937, but it represented an advanced design for its era and was to be built subsequently in very large numbers.

A low-wing cantilever monoplane, it had wings of all-metal construction, with the exception of fabric-covered outer wing panels. The fuselage and tail unit were all-metal, the cantilever tailplane being mounted high on the fuselage and carrying twin endplate fins and rudders. The non-retractable tricycle landing gear had oleo-pneumatic shock-absorbers on all units, and power was provided by a Continental A65 flat-four engine.

The most unusual feature of the Erco was its much-advertised 'easy-to-fly' two-control system, which eliminated rudder pedals unless an individual customer opted for a conventional set of controls. The Erco system linked ailerons, rudders and nosewheel so that turns in the air, or on the ground, were made by a control wheel, with elevator operation as normal.

Production of the Erco ended with the outbreak of World War II, but was continued post-war with some 6,000 examples being built and marketed under the names of Aircoupe, Erco, and Fornair. The company eventually ceased to operate, and all assets of Erco were acquired by a new company, Alon Inc., incorporated on the last day of 1963. In due course an improved version of the Erco was marketed as

the **Alon Model A-2 Aircoupe**, the first example making its initial flight on 24 October 1964. This differed from the original Erco by having an all-metal structure, improved landing gear, a refined cockpit canopy, improved standards of equipment, and a more powerful engine. The two- or three-control system remained optional, and the Aircoupe continued in production as such until the company merged with Mooney Aircraft Inc. in 1967.

Specification

Type: two-seat light aircraft
Powerplant: one 67-kW (90-hp) Continental C90-16F flat-four piston engine

Performance: maximum level speed at sea level 208 km/h (129 mph); maximum cruising speed 200 km/h (124 mph); service ceiling 5275 m (17,300 ft); maximum range 732 km (455 miles)

Weights: empty 422 kg (930 lb); maximum take-off 658 kg (1,450 lb)

Dimensions: span 9.14 m (30 ft 0 in); length 6.20 m (20 ft 4 in); height 1.91 m (6 ft 3 in); wing area 13.25 m² (142.60 sq ft)

After the war, it became evident that there simply wasn't an "Everyman's Airplane Market" and possibly might never be. The Erco is, arguably, the best tested, best designed, and best researched light airplane ever produced. Even today it has few peers and it's only failure was that it was produced for a non-existent market. Look for one at your local airport.