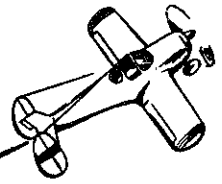
Ercoupe INFORMATION

ERCOUPE INFORMATION LETTER No. 3

SUBJECT: Cruise Control Tables



MODEL G – 85 h.p. with 7150 McCAULEY PROPELLER

	Air Speed	Engine Speed	Fuel Consump.	Range
Sea Level – Mixture Rich				
Normal Maximum (Calm)	113 m.p.h.	2400 r.p.m.	5.9 Gal./Hr.	17.5 Mi./Gal.
Conservative Cruise (Calm)	107	2275	5.4	19.8
Max. Range, 15 m.p.h. Tailwind	75	1825	3.2	28.1
No Wind	80	1875	3.4	23.5
15 m.p.h. Headwind	90	2025	3.9	19.2
30 m.p.h. Headwind	97	2125	4.3	15.6
45 m.p.h. Headwind	100	2175	4.5	12.2
60 m.p.h. Headwind	107	2275	5.4	8.7
5,000 Feet Altitude – Mixture Lean				
Normal Maximum (Calm)	112 m.p.h.	2400 r.p.m.	5.0 Gal./Hr.	22.4 Mi./Gal.
Conservative Cruise (Calm)	107	2325	4.5	23.8
Max. Range, 15 m.p.h. Tailwind	75	1850	2.8	32.1
No Wind	85	1975	3.1	27.2
15 m.p.h. Headwind	90	2050	3.3	22.3
30 m.p.h. Headwind	95	2125	3.5	18.5
45 m.p.h. Headwind	100	2200	3.9	14.1
60 m.p.h. Headwind	107	2325	4.5	10.4

NOTE: Above figures are computed from a limited number of tests and are based upon a standard airplane in good condition carrying a full load. The altitude figures assume proper adjustment of the mixture control for best economy.

MODEL C and CD – 75 h.p. with 7351 McCAULEY PROPELLER

	Air Speed	Engine Speed	Fuel Consump.	Range
Sea Level – Mixture Rich				
Normal Maximum (Calm)	109 m.p.h.	2275 r.p.m.	5.6 Gal./Hr.	19.5 Mi./Gal.
Conservative Cruise (Calm)	105	2175	5.1	20.6
Max. Range, 15 m.p.h. Tailwind	75	1775	3.2	28.1
No Wind	80	1825	3.4	23.5
15 m.p.h. Headwind	90	1975	3.9	19.2
30 m.p.h. Headwind	97	2975	4.3	15.6
45 m.p.h. Headwind	100	2125	4.5	12.2
60 m.p.h. Headwind	107	2225	5.4	8.7
5,000 Feet Altitude – Mixture Lean				
Normal Maximum (Calm)	107 m.p.h.	2275 r.p.m.	4.5 Gal./Hr.	23.8 Mi./Gal.
Conservative Cruise (Calm)	102	2175	4.2	24.3
Max. Range, 15 m.p.h. Tailwind	75	1800	2.8	32.1
No Wind	85	1925	3.1	27.2
15 m.p.h. Headwind	90	2000	3.3	22.3
30 m.p.h. Headwind	95	2075	3.5	18.5
45 m.p.h. Headwind	100	2150	3.9	14.1
60 m.p.h. Headwind	107	2275	4.5	10.4

NOTE: Above figures are computed from a limited number of tests and are based upon a standard airplane in good condition carrying a full load. The altitude figures assume proper adjustment of the mixture control for best economy.

Tables may be trimmed and pasted in F.A.A. approved Airplane Flight Manual. Copies available.