ERCOUPE 415-C Model Guide

The ERCOUPE 415-C is a two-seat, single-engine piston light aircraft built by ERCO and powered by a 75-horsepower Continental C-75. A total of 4,309 were built in 1946, and that year's 415-C still dominates the Ercoupe market. It is out of production, and Univair supplies parts and support. Buy it on airframe condition and service-bulletin compliance.

KEY TAKEAWAYS

- Two-seat piston single with a 75-horsepower Continental C-75; the family is listed at up to 2 passengers.
- Out of production; Univair has held the type certificate since 1974 and provides parts and support.
- Wing center section spar-cap rivets need a mandatory ultrasonic inspection (Service Bulletin 32); ask for the records.
- Check fuel shut-off valves, battery-acid corrosion and nose gear condition; the POH is short on data.

WHAT IT IS

Fred Weick designed the Ercoupe in 1939 to be stall-resistant and easy to land. It has tricycle gear and no rudder pedals, because the ailerons are interconnected with the rudders. The 1946 article says it can't be stalled, cross-controlled or spun. Many flying Ercoupes have since had rudder pedals fitted in place of the original floor brake pedal.

WHAT TO INSPECT

Service Bulletin 32 requires ultrasonic inspection of the center-section spar-cap rivets, repeated every six years, because corrosion can be hidden. Bulletin 33 requires checking both fuel shut-off valves at every 100-hour or annual inspection. Memo 44 warns that spilled battery acid corrodes the structure and baggage area. Memo 41 covers fuel pump line chafing on serial numbers up to 3642.

HANDLING AND GROUND NOTES

Braking on a rudder-pedal conversion uses a panel T-handle that applies both wheel brakes or none, so differential braking is not possible. The factory crosswind technique is a wings-level crab. Nose wheel pressures: 15-18 psi for the 5.00 x 5 and 6-10 psi for the 6.00 x 6. Incorrect pressure increases nose wheel shimmy.

SPECIFICATIONS

Engine Power Hp	75

SAFETY NOTES

- Service Bulletin 33: a wing tank fuel valve left closed can cause fuel starvation. Confirm both valves are open before every flight.
- Service Bulletin 32: spar-cap rivet corrosion can't be seen visually. Verify the ultrasonic inspection is logged.
- Memo 44: acid from the battery box corrodes structure and the baggage compartment. Inspect around and aft of the battery box.

AI-aggregated guide for the ERCOUPE 415-C · sources: Ercoupe POH (#100480) · Ercoupe Service Bulletin 32 (#101887) · Ercoupe Service Bulletin 33 Revision A (#101898) · Ercoupe Service Memorandum 44 (#101897) · Ercoupe Service Memorandum No. 41 (#101241) · Ercoupe Service Memorandum 51 (#101769) · generated 2026-10-17 · Reference only, not for flight. Check the original documents before relying on this guide.