

The FlyPaper

April 2012

The Official Newsletter for EAA Chapter 477, Charleston, South Carolina



From the President

Flying season is getting in full swing!! Of course the season seems to "kick off" with Sun-n-Fun. I know that Nick Ugolini has gone down, so we should be able to get a report from his first hand experience.

We didn't have a very large crowd at the last meeting, Reminded people that we will not have a "formal" meeting in April due to the work on the Walterboro Wings-n-Wheels event. Also, we need to make sure that all of you are current on your dues to both national EAA and this chapter.

After the brief formalities, and the "hanger flying", we got the presentation, which was a brief history of some of the aviation events nationally and in eastern Iowa in the 1920s. The focus was on the design and development of the Monocoupe and Monoprep, and my parents association with the Monoprep. You can read more of that in the pages that follow. Wish you could have been there, as it is impossible to give you all of the details in this newsletter.

This years Walterboro Wings-n-Wheels is shaping up to be the best ever! We have a very capable team in Ed and Tammy Fargo who are taking on the responsibility of the car show. They are fantastic! Roger Medlin is doing an outstanding job with the "Wings" portion of the event. If you have not already taken a look at the website, <http://wings-n-wheels.org> you need to. We are going to need a lot of help getting this event staffed, and you can expect a call for assistance. If you for some reason don't get a call, we can sure use you help. Come on out and we will put you to work!

We had some interesting sightings at RBW again, so do read those later in the newsletter. RBW is a great place for a wing nut!!

Now for my Cozy progress report,

Just about have the remaining parts of the plane in primer, so when the current holiday is over, it will soon be in paint. Lee Miller continues to be a great help taking on the responsibility of getting the firewall in shape. One of the things that I needed to do was get the fuel caps installed before the tops of the strakes could be primed. Something I had put off for a while, but it turned out to be a lot easier than I had thought.

-Glen Phelps, President



Upcoming Events

Apr 15 - SC Breakfast Club,
Myrtle Beach Hardee
Airpark [SC21](#)

April 21, Saturday 10:00-3:00
Walterboro Wings-n-Wheels
<http://wings-n-wheels.org>



Apr 29 - SC Breakfast Club,
Broxton Bridge [SC55](#)

March Meeting Report

Editor's note: The March 8 meeting was at the CAFB Aero Club and hosted by our Chapter 477 President, Glen Phelps. He gave a very interesting presentation on the Monocoupe and Monoprep, and their connection to his parents.

A Brief History of the Mono Aircraft Company's Monocoupe and Monoprep.

A short history of aviation and particularly eastern Iowa was a prelude to this presentation. Following World War One, there was a lot of interest and excitement regarding flying machines and aviation. While the use of airplanes in commerce was an obvious benefit, it was not without its dangers and reckless exploits by individuals from all walks of life. For example, during the first years of Air Mail Service, there were 1764 forced landings, about half due to mechanical failures and half due to weather. In that same year, 12 pilots lost their lives, and 32 lives were lost in the first nine years of service.

Aviation attracted many people. Some made claims of successful flights, even with witnesses, but there is no concrete evidence that some of these ever happened. Likewise, many "homegrown" designers built poor machines that failed, taking lives of the pilots. But some of the homegrown aeronautical engineers did have success, as noted in this part of a letter in 1912, "A little over a year ago I spent \$5,000 for a monoplane and I was unable to make a really successful flight. To cap the climax, I had a fall of 75 or 80 feet. Busted physically and financially, I spent the winter making a machine and a real flier it has proved to be!". This was signed by Clyde Cessna.

Another home grown aeronautical engineer was Clayton Falkerts, a farmer just north of Davenport, Iowa, near the town of Dubuque. Clayton was "bitten" by the flying bug after attending a barnstorming event in 1916. Using the winter seasons, he started experimenting and built four different airplanes in the next ten years. The first models never got off the ground, and one of the examples fell apart just from engine vibration. But by 1926 he had achieved successful flight and taught himself to fly. Now he was looking to market his design.



Another individual in early aviation who lived in Davenport, Iowa was Don Luscombe.



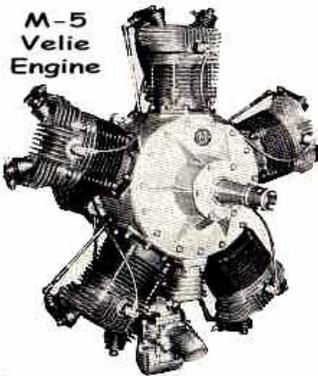
You might recognize that name. By 1926 he had learned to fly, but desired a plane which would be for the masses and not have the problems of the "common" inexpensive planes of the day, the Curtis Jenny JN4 and others. At this point, he gained the interest of members of the Davenport flying club, and they chipped in to finance his ideas. Not being a "designer" he was looking for someone that could help. A mutual friend brought Clayton and Don together, and they formed "Central States Aero".

By late March of 1927, they had successfully designed and built the first plane they called the Monocoupe. After just the first flight, the plane got such good reviews, that they could not build planes fast enough to satisfy the demand. Even Charles Lindbergh bought one, and named it the "Lucky Lindy".



A source of engines remained the critical limiting part of manufacturing. At this point, Don Luscombe approached W. L. Velie, the principle of Velie Motors of Moline, Illinois, a very successful manufacture of quality automobiles.

An agreement was reached wherein, Central States Aero became Mono Aircraft, Inc., a property of Velie Motors. In just 30 days, Velie engineers built and ran a copy of a currently available aircraft engine. Velie was also able to design and procure better parts for the engine than the one they copied.



Although not to Don Luscombe's interest, an "open cockpit" model of the Monocoupe was designed and manufactured, the Monoprep. Also, a larger four place plane, the Monocoach was also in manufacture. Unfortunately, in early 1929, both W.L. Velie and his son died with months of each other, so the St. Louis holding company was formed to which Allied Aviation Industries assumed manufacture of the Mono aircraft, with Don Luscombe as president.

Also by 1929, a local insurance and real estate broker held the insurance of the entire Velie motor company property. His name was Glen A. Phelps. You might also recognize that name too, he was my father. Dad had been "bitten" by the flying bug too.



Dad bought NC165K from the Mono Aircraft company in March of 1930, and he and my mother started taking flying lessons.

By August of that year, Dad received his license, then Mom received her license in December. They were then recognized as Iowa's first flying couple, and a photo of them with the "Prep" circulated around the country.

They flew this aircraft from their farm field until the early 1940s when the government required that it be moved to a "secure" field. Shortly after that, they sold the plane.



-Glen Phelps, President

Treasurer's Report

Beginning Bank Balance =	\$2,303.57
Ending Bank Balance =	\$2,333.34
Beginning Petty Cash =	\$74.66
Ending Petty Cash =	\$98.66
Beginning Balance =	\$2,378.23
Ending Balance =	\$2,432.00
Increase or (decrease) =	\$53.77

-Tony Cole, Treasurer

May Meeting

As you know, our April meeting is the Walterboro Wings-n-Wheels event on the 21st.

For our May 10 meeting we will be back at the CAFB Aero Club. Brett Grooms will give a talk and show a video about his adventures flying at Fighter Combat International in Las Vegas.



RBW Sightings

I missed the first sighting and unfortunately, there was no camera at RBW to record the arrival of an Aircam. This happened due to an issue the pilot had with the engine mount that was discovered when he landed at JZI. He found my number through the EAA registry and asked for assistance. Long story short, he moved the plane to RBW so that we could get it into a hanger and have appropriate repairs made. (Aircam stock photo below)



I never got a chance to meet Paul on that trip with the Aircam. But as luck would have it, I ran into him a week later when he was ferrying another plane across the eastern US. Wish I could remember what he called it, but I don't. Like the Aircam, it has twin Rotax engines and a deep airfoil. Real quick, and only used about 200 feet to get airborne. Must have had a climb rate of 1500 fpm too!



The next "bird" sighted was a Civil Air Patrol sailplane. They were moving the plane from one point to another and made a stop over for a few days at RBW. How do you do this anyway? Well, you use a Cessna 182 and tow it from one place to another. That must be fun!



-Glen Phelps, President

The Place where History is made and realized every day

I never realized just how great it is to work at an Airport. Having the good pleasure of working as operations manager and pilot at the Low country Regional Airport, Walterboro, SC, I get to see and experience all types of airplanes, and this week was no exception. With Sun and Fun going on in Lakeland FL., we had the good fortune of seeing all types of airplane stopping in for fuel and the great service we give. The one shown here in the photo was the cream of the crop, the best of the best. A mode of the Ely Curtiss Bi-Plane model number 01BC, tail number NX44VY graced the tarmac at RBW.



The 1911 Curtiss Model D (or frequently "the Curtiss pusher") was an early United States pusher aircraft with the engine and propeller behind the pilot's seat. It was among the very first aircraft in the world to be built in any quantity, all of which were produced during an era of trial and error.



It was also the type of aircraft to make the first take off from the deck of a ship, the USS Birmingham, and the landing on the USS Pennsylvania several days apart.



Like all Curtiss designs, the aircraft utilized ailerons to control rolling flight instead of the Wright brothers' patented wing warping technology, which was derived from the June Bug of 1908.



Just a little history on this first and famous war bird, which is indeed a far cry from the Air Forces' F-15 Strike Eagle or the FA/18 Navy Hornet. But, it's always a pleasure to see and realize history at the RBW Lowcountry Regional Airport, located in Walterboro, SC. Stop by and see us; you never know what might show up.

-Roger Medlin



Saturday, April 21, 10:00 am to 3:00 pm

Roger is working with Chapter 477, Ed Fargo, the Lowcountry Regional Airport Commission and local business leaders to help make this the best Wings-n-Wheels ever! Some of the highlight include:

- Music DJ/Announcer on stage w/PA System
- Warbird & other aircraft fly-bys
- Much better show car organization
- Face Painting & Jump Castle for the kids
- Food Vendors: Chillin' Italian Ice, Greek Gyros, BBQ, New York Hot Dogs
- Discounted fuel prices from 2:30-3:30 pm
- Plaques & ribbons for show cars
- Hospitality bags (water, sectional, brochures, etc.) for pilots
- Door prizes for pilots
- And much more!

We **need** Chapter 477 members to step up and help make this event a success. **Please call or email** Roger Medlin: acpilot.roger@gmail.com, (843) 549-2549, or Glen Phelps: phelpsglena@gmail.com (843) 729-9836 to volunteer. Thanks!



Planes! Cars! Food! Fun!

477 Website News

Hopefully not too many of you were affected by our site overload that occurred on March 17th. Glen discovered the problem of our bandwidth being exceeded on our free hosted web site and Kevin took the necessary action to get us temporarily back online. Of course it's great to see more traffic coming to the EAA477 site but now we have to catch up on our end.



After researching a few different hosting companies I've found one that should fit our cost, bandwidth, and ease of use requirements. I will provide an update in next month's FlyPaper, but as usual, go to www.eaa477.org for chapter info and www.wings-n-wheels.org for the latest Walterboro Wings-n-Wheels info.

-Lee Miller, Webmaster

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REALISTIC FLIGHT SIMULATOR



K.Thorp

More fun than a barrel of monkeys?



If you're not already a member of EAA Chapter 477 we'd love to have you join us!

Fill out the application on our home page (www.eaa477.org) or just drop in on one of our meetings & see what we're all about.