

FLYPAPER



October 2011

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

The President's Corner

I was on the road for Iowa at 3:00 AM on the first of September. It was family business I had to attend to in Davenport Iowa. But, when my twin brother and I get together we always do a little playing around. We attended the Antique Aircraft Association fly-in at Blakesburg, Iowa. After that, we spent a day at the Threshers show in Mt. Pleasant, Iowa. A few days later, we took his Cessna 310 to go to Algona, Iowa to find our grandfather's grave site. We had made the trip to Algona some years past, but were unsuccessful in finding the grave site. This time we were successful.

I understand I missed a really good presentation for the Chapter meeting last month. I guess I will find out about it in the newsletter too. Hearing from some of those that attended it was one of our better meetings.

Don't forget the Young Eagles event on October 8 at JZI. Not to many members have responded to help, so I hope you respond to our phone prodding. Brett Grooms has put a lot of effort into this, let's give him a hand.

As the end of the year approaches, we're going to try to get some interesting things for our members. As always, keep in contact through our website.

My Cozy update:

Being gone over two weeks did not do a lot for getting progress done on the airplane. I had hoped to get the bottom painted, but I was too pushed for time. There has been a lot of primer applied since I returned. Maybe a substitute for progress was the opportunity to fly in John Epplin's Cozy at MLI. Okay, the picture doesn't do a lot for John, But it is the only one I have. I am motivated once again!

--Glen Phelps, President



Upcoming Events

October 6-9 – Carolinas Virginia Antique Airplane Foundation Fall Fly-in Eagle Aviation – Woodward Field, Camden SC

October 8 - Young Eagles Day Charleston Executive Airport, Johns Island SC ([KJZI](#))

October 15 – Carolina Sport Flyers Annual Fly-in, Holly Hill SC

November 5 – EAA1167 Fall Fly-in and BBQ, Conway, SC

November 5 – Tree Top Flyers Fall Fly-In, Gaston, SC

September Meeting Report

Our guest speaker on September 8 was Sgt. Arthur Cobert, USAAF Retired. Arthur was a flight engineer on B-25 Mitchells, serving in the Fourteenth Air Force (the Flying Tigers) in the China theatre of WWII. 23 members and guests attended his presentation at the Park Circle Community Center. We chose to have it there because we knew a larger group than usual would want to hear his fascinating story. Tony Cole brought a delicious selection of pizza and drinks for everyone.

Arthur first showed a short documentary film, then spoke about his experiences and took questions from the audience. I'm not going to attempt to write up a complete report on Arthur's very interesting talk, but here are a few points that stand out. For example, I didn't realize the Flying Tigers flew B-25s. Of course we're all familiar with the P-40s and their shark-tooth paint jobs.



Because the Japanese controlled so much of the Pacific the Americans had to take a 6-month long route to China - from Columbia, SC down to South America, Africa, the Mideast, India and "over the hump" to China. They also couldn't have US rations shipped in so they had to eat what the locals ate. Arthur said it got monotonous and after the war he wouldn't eat rice for 6 months!

One disturbing fact was the Japanese hated the 14th Air Force and didn't take prisoners. They executed downed air crew. For this reason the Americans had

very large patches sewn onto the back of their flight jackets stating (in Chinese) that any locals helping downed Americans get back to their base would be given a very large reward.

The B-25 has an array of 50 caliber machine guns in the nose. Arthur said after they dropped their bomb load they looked for "targets of opportunity" to strafe. One day they came upon a Japanese cavalry brigade riding down the beach, so the B-25s started their attack. He knew it was his job to attack enemy soldiers, but as a former farm boy it broke his heart to see the horses die.

These were just a few highlights of Arthur's presentation. There is no substitute for hearing this type of story first hand. How often do you get a chance to hear a WWII air crew vet talk about his experiences? Thank you Arthur, for serving our country and sharing your experience with our EAA Chapter.

We also want to thank Earl Fisher for "finding" Arthur and making all the arrangements to have him come talk at Park Circle. The Chapter 477 officers are always looking for interesting speakers and activities for our members. If you have any suggestions please let us know!



--Kevin Thorp, Vice President

Next Meeting of EAA477 Young Eagles Rally, Saturday October 8, 10 am – 2 pm

Our Young Eagle Rally at Charleston Executive Airport (KJZI) on October 8 is shaping up to be a very successful event. We have 25 kids signed up to fly. Including parents and brothers/sisters we might have 70-80 guests total. Bruce Huffines (our designated chapter chef) will be busy cooking hot dogs in the afternoon for all that attend.

WE STILL NEED VOLUNTEERS to assist with ground operations (cooking, registration, hosting "ground school" and escorting the kids out to the planes). This is a great opportunity to experience the excitement and wonder of aviation through the eyes of our youth. The U.S. Coast Guard will have their Helo on static display and the crew will be on hand to answer questions about the Coast Guard, flying, becoming a rescue swimmer, flight mechanic, etc...

The Young Eagles program offers young people ages 8 - 17 the opportunity to experience the passion we have of aviation during on a short flight. Pilots donate their aircraft, time, and fuel with the hope that someday this first flight may inspire a future pilot or aviation enthuses such as ourselves.



Please call or email Brett ASAP, to let him know you can help:

phone 843-270-7013
email eagles@eaa477.org

Sightings in September at RBW

Diversions, diversions, its always something. Roger came roaring out to the hanger in the Gator and said that an Apache was coming in. Hey, I have my camera, why not take a picture. So, I put down whatever I was working on and headed for the ramp.



Sure enough, there it was just on schedule. These helicopters were developed in the 1970s and first produced in the 1980s and of course, have undergone many modifications to systems since then. So, they have really been around for some time. They are really awesome machines. I need some of that weaponry for my Cozy.

I was poking around and taking some pictures and commented to the pilot that his tires seemed a little low on air, not that a helicopter really needs too much air in the tires like my Cozy. He says, "Are you building a Cozy?!". Yup, just yonder in my hanger.



Turns out the pilot is Scott Reagan, and he just purchased Cozy plans number 1776. He had been waiting around to be able to get that number. You do get the significance, don't you?

Now we have something in common! So he offered to let me climb into the cockpit. "Oh, be careful that you don't knock the stick off", it has a break away mechanism for some reason. Wow, this is cool. "Oh, don't mess with that, it blows off the windscreens." OK, I'll just look and not touch. You can see me getting a little instruction from Scott in the picture here.

We head over to the hanger so that he can get a look at my Cozy in the "inverted" flight mode. Gosh, he was really gracious in his comments around the mess I can make.

But all good things come to an end; he had to continue on to his "obligations". It can be fun hanging around RBW.

--Glen Phelps, President

Iowa trip report 2011

Regardless of when I travel or where I go to, I always make it a point to include some aviation experiences. When I went to Iowa this month to visit with my twin brother, we had fully expected to attend the antique

aircraft Association fly-in in Blakesburg Iowa. I was also confident we would find time to take a flight of his Cessna 310. What I didn't know was that I would have several days where I could sit down and talk to an amazing aviation enthusiast. And to top it off, I took a short flight with John Eplin and his Cozy IV.

The Antique Aircraft Association has its annual fly in the first weekend of September every year. Over the past several years, they have had some real notable aircraft at their events. One was the restored Boeing 40C mail plane. Another aircraft in their collection, is the only existing (also flying) Veele Monoprep. This is the model aircraft our parents flew to acquire their pilots licenses in 1930, becoming the first flying couple in the state of Iowa. It was reported that they would be flying this airplane at this year's event. That of course, would be quite interesting to us.



We arrived in Blakesburg around noon on Saturday, September 3rd, along with the off and on heavy rain showers. This was not the only thing that would dampen the day. We found the Monoprep, and the museum curator was going over the propeller hub and crankshaft connection. It seems as though someone had error-ed when they replaced the hub sometime earlier. Resulting engine operation had caused cracking in the crankshaft. The curator was so concerned that he even refused to start the engine. So, not only would we not see the aircraft fly, but we could not hear the engine run.

In between the rain showers we were able to see

some of the aircraft and also had an opportunity to talk to some of the well-known book writers of aviation events in the earlier years. So not all was lost.

We returned on Sunday morning to a clear and cold day. Besides photographs shown here, you can go to [this link](#) to view many more that were taken. Even the number in that link is only a small portion of the pictures I took.



There was a large number of Stearman aircraft on site. The Stearman annual fly-in is held in Galesburg Illinois and would be starting later that week. Those of you that follow our new EAA President will note that he has restored a Stearman himself. Rod Hightower would be flying his Stearman to that event



and making a keynote speech on Thursday. (We had thought we might make the Galesburg event, but there was too much other work to do to play around that much.)

Other aircraft included: clipped wing model 22 Monoprep's, early Piper series, Aerocoupes, Culver aircraft and many many others. Please take a look at the picture file in the previous paragraph. Here is a link to the event:

<http://www.russellw.com/flyins/blakesburg.htm>



Our next stop really had nothing to do with aviation. It was the threshers show in Mount Pleasant Iowa. This featured farming tractors from the steam powered to the middle 1950s gasoline and diesel machines. A lot of operational antique automobiles were also on display. The highlight of the day was a "parade of power" of all the operational tractors, of which there were quite a few. This was a continuous parade of two rows of equipment. This parade lasted for more than 2 1/2 hours! Okay, it wasn't aviation but it was sure interesting. [To see a couple more pictures online click here.](#)

Bob Horton is an 81 year old friend of my brothers and lives in Moline Illinois. It turns out that Bob has been an aviation enthusiast all of his life. But even so, he does not care to fly, he just enjoys modeling and collecting aviation history. He has many hundreds of books on aviation history! I have borrowed some of these books. I completed the book

by Fred J. Olivi, who was the copilot of the B-29 that dropped the second atomic bomb on Japan. This book was autographed by Fred and is part of Bob's collection. Another book I have borrowed is on the history of the Mono Aircraft Company, which built the Monoprep airplane. Some of the models that Bob has constructed are on display at the Wright-Patterson Air Force Museum in Dayton Ohio. Bob is the real deal and it was a pleasure to make his acquaintance. I know we have not finished our discussions, I expect many more.



Then came the opportunity to fly with my brother in his Cessna 310. We left from Moline Illinois MLI and flew to Algona Iowa, AXA for personal business. This trip is just less than 200 nautical miles, and the 310 got us there in one hour and 20 minutes. If we had driven by road, it would have taken about 5 and a half hours to get there. That's what flying is all about! On the return trip, we stopped in Clinton Iowa, CWI for fuel, (much better prices) before returning to Moline. We had not left until about one o'clock that day, but had the airplane back in the hanger by seven o'clock. This still give us two hours in Algona to complete our business.

Dick (my twin brother) really has enjoyed flying his Cessna 310. However, he feels it has become time to simplify his flying, he's just not getting enough time in the complex plane. So he has decided to sell it and get into something smaller. If anybody is interested I know where they can get a really nice 310!

The final "aviation" experience during my trip, was getting to fly in John Epplin's Cozy IV. John is based in Moline, Illinois and has been flying his Cozy since 2000. I have known him for quite a few years, as has my brother. We usually see each other at Oshkosh every year, but since I didn't go this year, (turns out he didn't either) we didn't meet there.

Just on a whim, I emailed John from my brother's office to announce that I would be in the area for a several days and asked if he might want to go flying. His reply was "sure", and a few days later we met at his hanger to ready his plane for flight, since he had removed the cowlings for some routine work.

John's bird is straight forward plans plane, not having some of the current "modifications". Putting the cowlings back on with him, I noticed that all of his fittings were excellent. I would like to think that mine could come out that good! His is powered by a Aerosport engine producing around 190 HP from a modified 0360 base using a three blade Cato prop. He previously told me how he came to paint the plane himself and the results are great. (John, wanna paint mine?)

After completing all of the preflight stuff, we taxied out for takeoff at a really screwed up MLI airfield; all three of the main runways are under major repairs. There was only a 6000+ foot runway available.

Acceleration for takeoff was crisp, and we broke ground in about 1500 feet. After takeoff we proceeded to an area out of the class C airspace south of the field to do some air work. I commented to John about it being a little rough, and his answer was it was real rough. At this point, John let me take the controls to get a feel of the plane.

When it came time to return, John took the controls and we headed back to the field. My only other experience in a Cozy IV was several years ago, and I was attempting to get the plane down. Being too high, the owner of that plane took over and did the "both rudders out" along with the belly brake and we had a very steep glide angle. In this case, John flew a "normal" approach, in which I noticed the much shallower glide angle that is more normally flown. It

will take a little getting used to.

I commented on the braking effect, which seemed to be plenty adequate and the type of brakes he was using. John used the plans brakes which some builders think is inadequate. Seemed OK to me.

Thanks John, it was a great opportunity!

Hey, I really did get some serious work done while in Iowa, even though this looks like all I did was "play".

--Glen Phelps, President

Treasurer's Report

<i>August 2011 Beginning Balance</i>	<i>\$2641.41</i>
<i>Monthly Receipt</i>	<i>449.00</i>
<i>Monthly Expenses</i>	<i>194.51</i>
<i>Petty Cash</i>	<i>8.71</i>
<i>End of June 11 Bank Balance</i>	<i>\$2887.19</i>

--Tony Cole, Treasurer

Fun Facts

The average passenger car would operate for more than a year on the amount of fuel transferred through the air refueling boom on a Boeing KC-135R Stratotanker in one minute. The fuel system in a Boeing KC-135R is a highly-integrated and interconnected network of fuel lines and nylon fuel cells. The system contains 50 valves and 14 pumps to guide the fuel flow and pass tons of fuel in minutes for aerial refueling work. The total fuel carried on a single flight of a KC-135R Stratotanker would be enough to last an average driver 53 years. Fuel cells in the Boeing KC-135R are made of nylon fabric less than one-sixteenth of an inch thick. A fuel cell weighing 80 pounds will hold seven tons of fuel.

Enough material is contained in the tires of a KC-135 jet tanker-transport's landing gear (eight main gear wheels and two nose wheels) to produce 100 automobile tires.

At 500 m.p.h., each of the four General Electric turbo fan engines on the KC-135R develops 22,000 lbs of thrust, the equivalent of 80 automobile V-8 engines rated at 200 horsepower each. To lubricate its four jet engines, the KC-135R carries a 60-gallon oil supply--enough for 50 cars. The electrical power generated on a single four-jet KC-135R tanker is sufficient to supply all the power needs for 35 average U.S. homes.

The cargo area in the Boeing KC-135R will easily hold a bowling alley with plenty of room left over for a gallery of rooters. The cargo area is almost 11 feet wide, 86 and half feet long, and seven feet high. It would take over 220 average car trunks to equal this space.

During aerial refueling at about 600 miles per hour, the boom operator in the tail of the KC-135R is only 20 feet above the nose of a Boeing B-52 Bomber.

There are 700 electronic tubes in the electronics system of the KC-135R or approximately the number needed to build 50 television sets. The heat generated by these tubes would heat an average five room home. These tubes range in size from sub-miniature one inch in length and one-quarter inch in diameter to tubes nearly a foot long with a five inch diameter.

The KC-135 contains almost 500,000 rivets, which range in cost from 14 cents to \$1.50 installed.

Five thousand wires totaling 14 miles in length are needed in the electrical circuits of the KC-135R Stratotanker



Low Country Sport Aviation, Inc.
EAA Chapter 477
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EAA477.org



Membership Application

You must be a current EAA Member to join Chapter 477

Name _____ EAA # _____ Exp.Date ___/___/___

Address _____

City _____ State _____ Zip _____

Phone; Cell _____ Home _____ E-mail _____

Send you meeting notices, newsletters, etc. via your e-mail? Yes [] No []

Today's Date _____ Adult Membership [] Student Membership []

Annual dues: Adults \$25.00 (if paid by Dec. 31 only \$20.00). Students \$12.

New members after Dec 31 pay dues pro-rated at \$2.00/month adults, \$1.00/month students.

Make checks payable to **"EAA Carolina Lowcountry Ch. 477"**

EAA 477 membership dues paid; Cash [] Check [] Amount \$ _____ Date Paid _____

Pilot Ratings (if applicable) _____ Types _____

Total Hrs. PIC _____ Experimental _____ Last Flight Review ___/___/___ Hrs. since last _____

Aircraft you have owned or own now _____

Aircraft you have built or building now _____

Aircraft you would seriously consider building/restoring _____

Skills you would be willing to share/help other members in their homebuilt project _____

Other skills/talents that can help our chapter _____

Comments/suggestions, including membership in other EAA Chapters _____

Thanks, and welcome to Chapter 477!

Loooong-EZ



**LowCountry
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*You're Welcome to Join or Visit
EAA477!*

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

*Fill out the application included in this newsletter, or just drop
in on one of our meetings & see what we're all about.*

For more info go to eaa477.org

