

The FlyPaper

June 2025

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



Words From the President

Last month, we had a very interesting presentation by Richard Gwyn, who retired as an engineer from Northrop Grumman, which is a subcontractor for the Boeing FA-18 Super Hornet and the AF-18G Growler. Richard explained their development all the way up to where it is in current production. I remember seeing a flight demonstration of its prototype, the YF-17 Cobra, while I was in flight training in Pensacola in 1979. Three years later, I saw my first Marine Corps F/A-18A while at Marine Corps Air Station Yuma. I thought it was quite an impressive plane then, but it has gotten so much more so over the decades.

The meeting for June is going to be a Young Eagles rally. We won't be having any speaker, just a big push to fly as many Young Eagles as we can that day. It would be great if we had a good turnout of the chapter to make that happen. The airport terminal opens at 8 AM, so if everybody could be there around eight, we can get things going.

Three weeks ago, I helped Glen move the chapter grill from his hangar along with the whiteboard easel. We also got a package from EAA that has workbooks for the Young Eagles, which we will be handing out at this rally. Both Glen and Liz thought it was a pretty good handout book. After Glen and I moved the equipment into my hangar, we went flying in my Cheetah and Glen got to see how the new Garmin 375 transponder/GPS works. I'm still learning how it works myself, but it's very amazing what a little box like that can do. Unfortunately, two days later I had a tell Glen that I came down with Covid and hopefully he didn't catch it. The Covid got the worst of me with a bad cough and this Saturday I just found out that the Covid led to pneumonia. I was given strong antibiotics and they seem to be helping quite a bit. I'm feel like I'm on the road to recovery and hopefully should be good to fly for the rally.

On a sad note, Barbara Grigg, former member and wife of Jeff Grigg, passed away on June 1st. Barbara had been very sick with Alzheimer's the last few years, which is a terrible disease. Barbara used to be very active in the chapter and was a big supporter of the Young Eagles program. Please keep Jeff and his family in your thoughts and prayers.

That's about sums it up for this month's newsletter and I hope to see you all at the rally in June.

John



John Stoll
President EAA 47



Upcoming Events

EAA477 Chapter meeting

The next chapter meeting will be held on May 10th at the Lowcountry Regional airport. This will be a Young Eagles Rally that will start around 8:30 AM. There is not formal meeting for this date.

South Carolina Breakfast Club:

Please use the following link to access the latest in scheduling:

<http://southcarolinabreakfastclub.com/2021-schedule>

Young Eagles Report

Liz Birch

Young Eagles Coordinator

Weather just hasn't been our friend so far this year as we had to cancel another Young Eagles rally in May due to low ceilings and rain. Looking forward, our next rally before we take a break for the summer heat is scheduled for Saturday, June 14th from 8:30am-12:30pm in Walterboro in celebration of International Young Eagles Day. As of right now we currently have 33 kids per-registered and possibly 5 pilots lined up to help fly. I am always looking for more volunteers, so please let me know if you can help out.

During our last chapter meeting we discussed our next set of rallies. We have decided to add a rally before our September meeting on the 13th to fly a group of Boy Scouts from the Beauford area that have reached out to me. We also decided to move the big fall rally at the end of September up a week so that it doesn't conflict with the Triple Tree Fly-In. The new date for the Fall rally will be Saturday, September 20th in Walterboro. I know these are back-to-back weekends, but we felt that we received enough volunteer pilot feedback to accomplish this.

Finally, we also voted at the last meeting that we would use our 2025 Young Eagle credits for some chapter headsets. I'm hoping to be able to purchase 2 adult headsets and a child size headset for us to use at future rallies.

Liz Birch
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Aviation Scholarship Program

Dow Sanderson

I am delighted to announce that the first installment of scholarship funds has been released, and that our scholar, Zhannah Jacobs begins her training this week. We as a chapter are particularly grateful to our Vice President, Bill Grimes. Not only is Bill donating his time as a CFI, but he has arranged housing and other needs in Beaufort for an intensive "summer camp" type experience. The aircraft rental costs at Beaufort Flight Services are significantly less expensive than anywhere in the Charleston area. All in all, this is an ideal situation. Team work. This entire experience has been an image of our Chapter at its best. Well done!

Many thanks, and blue skies all,

Dow Sanderson
Scholarship Coordinator

May Meeting Summary

John Stoll

At the May meeting, Richard Gwyn, a retired US Navy Reserve Captain and former engineer for Northrop-Grumman, gave a presentation about the F/A-18 Hornet and the AE-18 Growler. Of course, we all know the Hornet is a Navy fighter attack jet and a recent modification of it is the Growler, a Navy electronic warfare jet. Richard said that F/A-18 started as a prototype from Northrop, the F-17 Cobra, in a competition against the F-16 for a lightweight Air Force fighter jet contract. The F-16 won the Air Force contract and then US Navy looked to the YF-17 as a replacement fight-attack jet for its F-4 Phantom and its A-7 Corsair attack jet.

Northrop and McDonnell Douglas were awarded a joint contract and the plane was designated as the F/A-18 Hornet. The first four models, the A through D, were later surpassed by a 25% larger version of the original airframe with more powerful engines and electronics, which is designated the F/A-18 Super Hornet and

produced by Boeing, which merged with McDonnell Douglas. The Super Hornet comes in two models, the single seat E and the dual seat F. The Hornet is also operated by several foreign military air forces. Boeing is the current contractor for the Super Hornet and the Growler and Northrop-Grumman is a subcontractor.

Richard said the Navy needed a replacement for its Grumman EA-6B Prowler, a 1970s carrier based electronic attack jet, which jams enemy radar and communications systems. The Prowler was a four-seater, which included the pilot and three electronic countermeasures officers (ECMO). Modern technology has enabled the job of the three ECMOs to be replaced by one ECMO in the Growler. The AE-18 Growler is based on the Super Hornet airframe. It carries radar jamming pods on its weapons stations as well as anti-radar missiles. Since the United States Air Force does not own any more electronic attack aircraft, the Air Force is providing Air Force ECMOs to the Navy to fly in Air Force missions with a Growler squadron that is land based. Richard's presentation was quite informative and technical in nature, as he worked for Northrop Grumman, which builds the radar and electronic warfare systems for the Hornet and the Growler.

Jeff Grigg said Runway 5-23 at RBW will be closed for about three months this summer as they will remove 2" from the top and replace it with 4" of new asphalt. Runway 17-35 will be open, but the airport was unsuccessful in getting temporary lighting installed for night operations.

The members present voted to approve the purchase of two headsets with our Young Eagle credits. One is in child size and the other headset will be loaned out to the chapter's scholarship winner.

At the Chapter's Young Eagle Rally on June 14th, Boeing will be present with a display and some activity. Thanks go to Thomas of Boeing.

We had to move the Young Eagles rally in September from the 27th to the 20th due to the Triple Tree fly-in. Also in September, we will be flying a Boy Scout group in the morning before the chapter meeting on September 13th. The BSA group is from the Beaufort area.

A Young Eagle From 11 Years Ago ***Glen Phelps***

Vondeste (Fish) Fishburne sent me this information a few days ago. Kirk was a Young Eagle about 11 years ago! At this time, I have no information regarding on what day he flew or who he flew with. But the note below is proof the some good things definitely come out our efforts with the Young Eagles work!

Kirk Bennett, Charleston Southern University Graduate, Bachelors of Science - Professional Pilot degree, Magna Cum Laude. He is currently a flight instructor at Charleston Southern Aeronautics and looking forward to entering the airline industry.



Passing of Barbara Grigg

Glen Phelps

It is with great sadness that I bring to you information of the passing of Barbara Grigg. Barbara passed away on June 1st, following a long health battle. She had a degree in Aviation Management. Her father was a civil engineer and worked for National Airlines. She loved to fly, going with Jeff on many trips. She worked with the Chapter 477 Young Eagles program for years and did some of the original work with printing certificates for the kids.

Photo of Barbara Grigg, about 2019 in Chris Minatelli Stearman.



There will be a memorial service for Barbara on Saturday June 21st at 10AM, at the Green Pond Baptist Church, Green Pond Hwy, Green Pond, SC.

Aviation Safety and Upcoming Events

Ron Malec

Aviation Safety News and Updates – June 2025

As a subscriber to the FAA Safety Team, Aviation Safety Magazine, and the NASA Aviation Reporting System 'CALLBACK' Newsletters, I will share Information and Updates that I believe will be beneficial to all members.

GENERAL INFORMATION

- 1) **Short Final: 'Would You Mind Getting On With The War?' - Breaking through the tension under fire.** - Mark Phelps, AVWEB, 14 May 2025

In this excerpt from Paul Brickhill's post-war biography of Royal Air Force legend Douglas Bader, *Reach for the Sky*, he included an anecdote from fellow fighter pilot Hugh "Cocky" Dundas. Bader had lost both legs in a pre-war flying accident but talked his way back onto flying operations and became a heroic wing leader flying in combat with artificial limbs during the Battle of Britain.

As a young pilot whose baptism of fire had not gone well, Dundas confessed how he had "the twitch" when he took off behind Bader on a scramble during that historic summer of 1940. But overhearing an exchange between Bader and flight controller Alfred Woodhall changed everything:

"Hey, Woodie, I'm supposed to be playing squash with Peters in an hour's time. Ring him up, will you, and tell him I won't be back 'til later."

(Dear God. Legless! Playing squash!)

"Never mind that now, Douglas. Vector one-nine-zero. Orbit North Weald. Angels 20."

"Oh, go on, Woodie. Ring him up now."

"Haven't got time, Douglas. There's a plot on the board heading for the coast."

“Well, damn well make time. You’re sitting in front of a row of phones. Pick one up and ring the chap.”

“All right, all right,” said the philosophical Woodhall. “For the sake of peace and quiet I will. Now would you mind getting on with the war?”

Dundas flew on with a lifted heart, like all the others.

Data Visualization Showing Runway Safety Resources

The FAA offers a number of tools to support aviation safety and assist pilots in preflight planning at airports nationwide, including From the Flight Deck videos, airport pilot handbooks, and Arrival Alert Notices. To make it easier for pilots to access these tools, the FAA developed a data visualization to give pilots an at-a-glance view of where these resources are available. This data viz shows a map of the United States and includes filter and search options that let users customize their search. Pilots can filter and search by state, city, airport name, airport ID, and safety product. The data viz map is available at www.faa.gov/fromtheflightdeck.

Are You Storm Ready?

Storm season is upon us. Hurricanes, tornados, hail, and thunderstorms can wreak havoc this time of year. While many prep for this season with generators, batteries, and supplies, don’t forget to prep your aircraft to weather the storm.

The key to protecting your aviation assets is knowing your area and the weather phenomena associated with it. For example, the best way to keep your aircraft safe from something like an oncoming hurricane is to move it away from the affected area. If you can’t do that, a hangar is your second-best option. If you can’t do either of these, make sure you know how to tie down and properly secure your aircraft to protect it from weather damage. After the storm has passed, don’t forget to inspect your aircraft well. Read the article “Hailstones, Hitches, and Hauling Wind” in the July/August 2010 issue of FAA Safety Briefing (<http://www.faa.gov/sites/faa.gov/files/2022-01/JulAug2010.pdf>) for more information about how to protect your aircraft during a storm.

AIRSHOW and FLY-IN SCHEDULE

2) 2025 Airshows / Fly-ins ([Airshow / Fly-in Web Links](#))

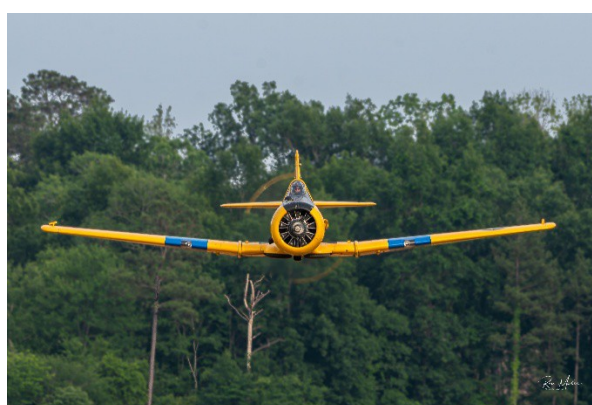
- **06-07 Sep 2025** – Sky High Aerospace Expo and Fly-in, Laurinburg-Maxton Airport (KMEB), Maxton, NC – [Sky High Aerospace Expo and Fly-in](#)
- **22-28 Sep 2025** – Triple Tree Fly-in, Triple Tree Aerodrome (SC00), Woodruff, SC - [Triple Tree Fly-In - Triple Tree Aerodrome](#)
- **02-05 Oct 2025** – Carolina Virginia Antique Aircraft Foundation (CVAAF) Fall Fly-in, Woodward Field Airport (KCDN), Camden, SC

PHOTOS

3) American Dream SkyRanch Shootout IV



SNJ-5C Texan



SNJ-6 Texan



FWP-149



Sukhoi SU-31



NE-1 (aka J3 Cub)



FM-2 Wildcat over American Dream SkyRanch

•• *Until next month – Blue Skies - Stay Safe and Fly Safe* ••