

EAA Smilin Jack Chapter 866



June 2019 Newsletter

Chapter member Mark Briere nails his first landing since purchasing this Luscombe a couple of years ago



. Greetings Members and Friends of EAA Chapter 866,

I sincerely hope everyone had a nice Memorial Day weekend. It is more than just another three day weekend. I hope you were able to take a few moments over the weekend to reflect upon the men and women of our armed services who gave their last full measure of devotion to this nation, and in doing so, gave us an inheritance of liberty and freedom that we cannot repay. Memorial Day, May we never forget.

Next week, there will be another opportunity to reflect upon and memorialize the enormous sacrifices made by an earlier generation of warriors as we commemorate the 75th Anniversary of the Allied Invasion of Normandy, also known as D-Day. I'll be the first to admit that I'm no great historian or scholar. Much of what I've learned about the history of the 20th century is somehow connected to my interests and passion for airplanes, and the important roles that they so often played in many of the key historical events of the last 100 years. Nevertheless, it is my personal opinion, that in the fullness of time, the D-Day invasion will be seen as one of the most significant and pivotal events in human history. Absent the success of that day, and also the many hard days that followed, and we would all live in a much different world. Please take some time to observe some of the events of next week, and then decide for yourself how truly blessed we are to be the beneficiaries of such valor and sacrifice.



You may be interested to know that our city of Titusville has a connection with the D-Day Anniversary. The Valiant Air Command museum will be holding a special event on June 6th, with discounted admission to the museum, to include lunch. Their C-47, the *Tico Belle*, will be open for tours and photos. And in case you didn't know, the *Tico Belle* is a veteran of the D-Day invasion.

More details can be find here at VAC Museum: <https://www.valiantaircommand.com/>

I've also tried to compile a couple of links to information about the upcoming D-Day events. I'm sure there are many other sites and organizations, but this might be of interest to some of you.

<https://www.dday.org/75th/>

<http://www.dday-anniversary.com/>

<https://www.nationalww2museum.org/war/topics/75th-anniversary-d-day>



Certain to be some of the most spectacular events for 2019 - and almost certainly never to be repeated - are being organized by [Daks Over Normandy](#). Probably not since the Second World War will so many C-47 Skytrain (or "Dakota", as the British called the aircraft) have shared the same piece of sky. More than 30 aircraft from several countries have so far committed to the project.

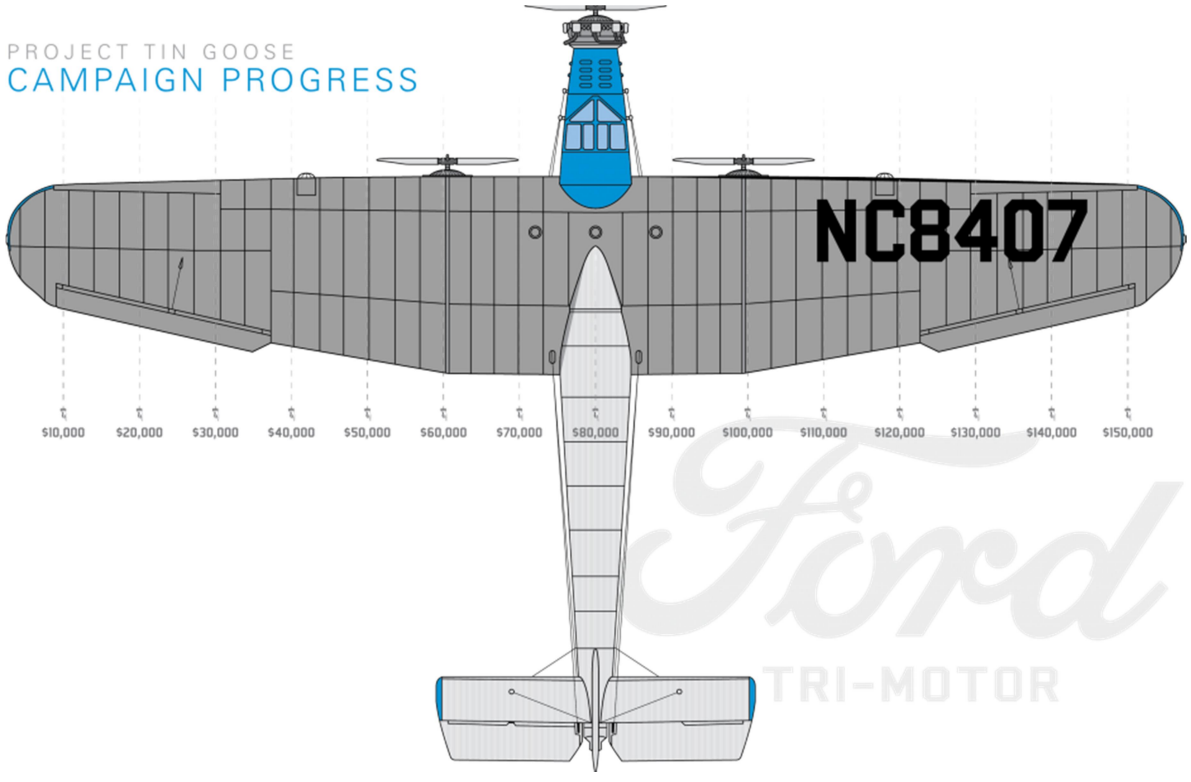
From 2nd to 5th June the Daks Over Normandy event will be based at Duxford Airfield in the United Kingdom, and from 5th to 9th June from Caen Carpiquet Airport in Normandy. Both locations were carefully chosen because of their facilities and their infrastructure and because of their Second World War heritage. For the latest information or to donate, please visit the [Daks Over Normandy official website](#).

In other chapter news, we had a very successful pancake breakfast last month. Herman reported about 150 breakfast guests, and most seemed to have a nice time. A big Thank You to all of our members who support the pancake breakfast activity! We will be serving up our yummy *Smilin'-Flap-Jacks* again this Saturday, June 1st, 2019. See Ya There!

Best Regards,
Les Boatright
President, EAA Chapter 866
The *Smilin' Jack* Chapter

Project Tin Goose

At our last chapter meeting, we discussed how we might be able to support the EAA Ford Tri-motor, and the recent efforts to replace its aging wings. As a chapter we discussed a couple of options. After a few minutes, a plan was hatched and a vote was taken. We had decided to put out a collection jar to receive donations at our breakfasts for a couple of months, and then provide matching funds from our own Chapter Treasury, up to a specified limit. Look for the collection jar at the breakfast this Saturday, and consider chipping something in. It is my understanding that the new set of wings has been installed, and the 4AT Tri-Motor will be returning to the Air Tour circuit this Summer, including a stop at AirVenture Oshkosh in July.



[PROJECT TIN GOOSE](#)

SPECIAL GUEST SPEAKER for JUNE

Please try to make a special effort to attend our regular Chapter meeting on Wednesday June 5th. Your Chapter Secretary, Kimberly Brennan, will be acting as our *President for a Day*, and we are scheduled to host author and guest speaker Spencer Lane. Mr. Lane authored a book about the First World Flight, and will be giving a talk about “The Life and Times of General Billy Mitchell, and his role in The First World Flight in 1924”. This promises to be a very interesting and educational presentation. Come prepared to buy one of his books, either for yourself, or to give to someone as a gift.



Synopsis: In 1924, three years before Lindbergh flew to Paris, four young army airmen answered the call of General Billy Mitchell to save U.S. aviation from destruction by the politicians by winning the race with a dozen other nations to make the first flight around the world. In primitive open-cockpit biplanes powered by unreliable engines and few airfields, they were given little chance of success or even survival. This is the untold epic story of American patriotism, valor, and can-do ingenuity which triumphed over adversity and led to aviation dominance for the balance of the Century -- and the forgotten heroes that made it happen. Over 15 years of research, including the first access ever to the private Donald Douglas collection of Aviation memorabilia including worldwide newspaper accounts, diaries and logs of the aviators, have gone into the writing of this remarkable story.

Here's a related story about building the *Seattle II*, a replica of the Douglas World Cruiser:

<https://www.youtube.com/watch?v=5M3T9gOoKtY>

How to climb into a 1924 Douglas D-WC World Cruiser:

<https://www.youtube.com/watch?v=PdSAWPgXAYc>

Learn more about the effort to commemorate the 95th Anniversary of the World Cruiser flight

<https://www.seattleworldcruiser.org/>

“President for a Day” Reminder

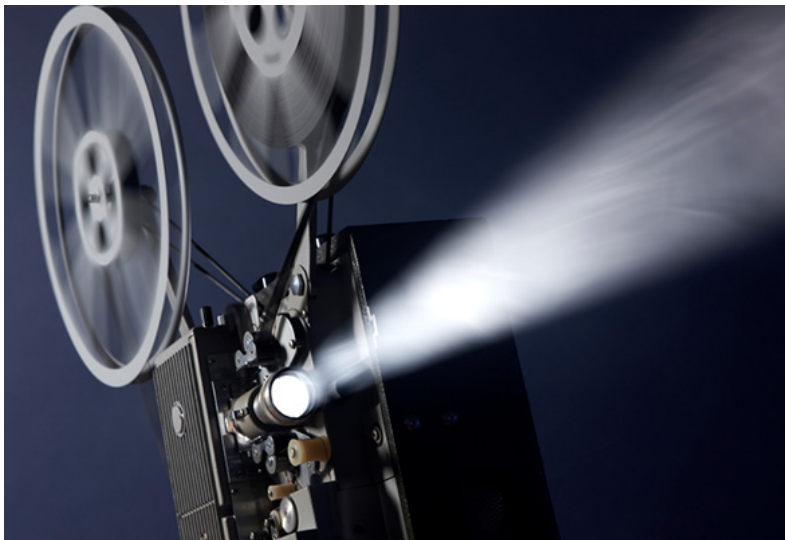
If you are a current, Dues-Paid member of EAA Chapter 866, then you can be chapter *“President for a Day”*! See the schedule below. There are a few open slots for the remainder of this year. Give a safety briefing, introduce a guest speaker, do a presentation about your project, give a flight or trip report, bring a video, the sky's the limit! Just let me know, it's that simple.

Meeting Date	2019 “President for a Day” Program
Jun 5 th	KIMBERLY Brennan – Guest Speaker is Author Spencer Lane. Topic: “The Life and Times of General Billy Mitchell, and his role in The First World Flight in 1924”
July 3 rd	RICHARD VanTreuren – Brings us a Guest Speaker: WW2 veteran, and recent Author Joseph Reus talks about his experiences as a B-24 Navigator in the 8 th Air Force over Germany in 1944. Don't Miss This One!!
Aug. 7 th	ED Brennan -
Sept. 4 th	OPEN SLOT
Oct. 2 nd	OPEN SLOT
Nov. 6 th	OPEN SLOT
Dec. 4 th	LES Boatright - (Officer Elections for 2020)

PLEASE NOTE: Next Month we are scheduled to host a WW2 veteran, B-24 navigator, and local author as our Very Special Guest Speaker, Mr. Joseph Reus !

This is a MUST NOT MISS Presentation !!

CHAPTER MOVIE NIGHT
(Saturday, June 22nd)



At last month's meeting we brought up the subject of having another movie night. It's been a while since we did that, so we're about due. "The Battle of Britain" movie was made in 1969, before the age of computer graphics. So the flying footage is all real airplanes, with dozens of historic period aircraft from both sides of the conflict. Plus there's a cast of dozens of well known actors from the time. We'll also show a color cartoon short to go along with the film.

Mark your Calendars, it should be a really Fun Time!

Chapter Cook-Out & MOVIE Night

When: Saturday, June 22nd, 2019

Cooking/Eating Starts: 4:30 PM

Movie Rolls: 5:45 PM (Will run until about 8:30 PM)

Where: EAA 866 Chapter Building

(Building 10 at Arthur Dunn Airpark, X21)

What Movie: "The Battle of Britain" from 1969, Running time: 133 minutes

[https://en.wikipedia.org/wiki/Battle_of_Britain_\(film\)](https://en.wikipedia.org/wiki/Battle_of_Britain_(film))

Food: Hamburgers & Hot Dogs on the grill, Chips, & Sodas, w/ fixins', and maybe some dessert too!

Come enjoy some chapter socializing time!! All Chapter 866 Members & Guests Welcome!

Some reminders about upcoming events:

Date	Calendar Event	Place/Info
May 31 st Jun 1 st	National Bi-Plane Fly-In - This is the <i>Last Year</i> of this event! https://www.nationalbiplaneflyin.com/	Junction City, Kansas (3JC) Come Drag your Tail on the Beautiful Grass Runways !
June 1 st	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
June 5 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
June 6 th	75 th Anniversary of D-Day	
June 8 th	INTERNATIONAL YOUNG EAGLES DAY !	

June 22 nd	CHAPTER MOVIE NIGHT & Cook-Out !	Building 10 4:00 PM Cook-out 5:30 PM Movie Start
July 3 rd	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
July 4 th	INDEPENDENCE DAY HOLIDAY	
July 6 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
July 18-21 st	Hatz/Pietenpol Fly-In - http://www.eaa431.org/ Hosted by EAA 431 – The Cheeseland Chapter 90 Anniversary of Pietenpol! http://www.pietenpols.org/annual-pietenpol-reunion/ https://www.youtube.com/watch?v=-2Ch9OhwyBY	Brodhead, WI (C37)
July 22-28	OSHKOSH – EAA AirVenture 2019 – Celebrate 50 yrs! (https://www.eaa.org/en/airventure) https://www.youtube.com/watch?v=Ws1sS_D-xSo	Wittman Regional Arpt (KOSH)
Aug 3 rd	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Aug 7 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Sept 2 nd	LABOR DAY HOLIDAY	
Sept 4 th	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Sept 7 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Sept 20-21	28th annual Zenith Aircraft Open Hangar Days and Homecoming. http://www.zenithair.com/events.htm	Mexico Memorial ARPRT, MO (MYJ)
Oct. 2 nd	Regular Chapter 866 Monthly Meeting	Building 10 / 7 pm
Oct. 5 th	OUR Chapter 866 Monthly Pancake Breakfast	Building 10 / 8-10 am
Oct. 14 th	COLUMBUS DAY HOLIDAY	
Nov 14-16 th	Deland Sport Aviation Showcase – Thurs, Fri, Sat https://www.sportaviationshowcase.com/	Deland, FL (KDED)

PLEASE SEND IN in any additions / updates to the Calendar of Events.

We'd like to keep this current and accurate!

“Because of EAA, I got to be a millionaire. I got a million friends, and you can't buy that with money.” - EAA Founder Paul Poberezny



Mark Briere Flies Luscombe!

Mark reworked the landing gear before flying this beauty. He flew the pattern for rwy 04 at Dunn without the benefit of an operational airspeed indicator!



Mark Briere on short final for rwy 04 at Dunn with his Luscombe

Story about Chapter Member Carlos



New chapter Member Captain Carlos

The following story was written and published in a book called Blind Dog On The Travel Trail chapter #3 (available on Amazon)

Written by a fellow pilot in their aviation career, his name is Larry Kritcher.

When I was a copilot, I frequently flew with Captain Carlos, who was raised in Puerto Rico and spoke fluent Spanish. When a flight headed south from Miami, Carlos was a very good man---a skilled aviator to have in our cockpit. He translated our way through the Spanish world, making all of our lives much easier. Carlos is a very accomplished pilot, with great proficiencies and a very likable, fun personality. We spent many, many hours together in and out of the cockpit.

In the late 1980's, Carlos and I piloted a flight going from Lima, north to Panama. Air Traffic Control (ATC) notified us on our descent that the landing field was closed and under U.S. Military control. The country had just been invaded. WHOA WHAT? There would be no takeoffs, or landings during this military coup. The United States, in its highly activist sphere of influence, had invaded Panama that day to capture Manuel Noriega, Panama's reigning president and the correctly maligned military dictator, of drug trafficking, money laundering, and racketeering. He was abetting and profiting from the plunders of the Medellin drug cartel, based just to the south ---next door was Columbia. It was secretly planned and a very surprise attack, aptly named "Operation Just Cause." Wow, what a surprise it was---not only to the countries of Panama and Columbia, but to us crew members, and passengers. The normal alternate airport to Panama was International was Howard Air Base, a few miles away, but was also under U.S. military command, and closed. There was no other feasible place to land, and our fuel was limited. The closest open airfield was Costa Rica, which was a very questionable distance, and to land on near empty fuel tanks and thus was not a pleasant option. Of course, any airport in Columbia was out of the question.

Captain Carlos pleaded with the controllers, and they steadfastly said "NO." I made a radio call to Eastern Airlines Company Dispatch Services that routinely handled in-flight problems, and our plight was passed to them. We had descended from our cruising altitude of thirty-five thousand feet to a holding pattern of ten thousand feet with the Panama airport in sight. There were vehicles, including tanks, blocking the runways. A return call from dispatch asked how longer we could remain in the pattern and what our fuel situation was. They were trying to get authority from Washington for us to land. "we were still OK with fuel to make Panama, but no way could we go any further." We answered our company dispatch, which was making a call to the U.S. State Department, relating our near-dire situation.

Carlos decided that when the critical point was reached, an emergency would be declared, and we would land without the authority of the controller. Fine, so we would not have a fiery emergency landing in the jungle or a watery one in the Pacific Ocean, but we could get riddled with bullets. Actually, the choice was simple. A captain has the final authority to do as needed for the safety of his passengers and his aircraft. Moments before we were about to declare the emergency, we received word from the State Department that we could land, and subsequently park on a remote ramp. Only the flight engineer could disembark for onward fueling. The paperwork for a legal departure would be brought to the aircraft and handed up to us through the cockpit window.

Armored vehicles surrounded our airplane

They removed the tanks and half-tracks blocking the runway. We landed without incident and were escorted into a holding area for refueling. Carlos made an announcement in Spanish but made it my duty to make the announcement in English. "Ladies and Gentlemen, due to an invasion of the country of Panama, nobody will be permitted to get on or off the aircraft. The passengers with the destination of Panama will be carried onward

to Miami. We look for your understanding during this time of crisis.” Oh my God, Holy Freakin’ Howl. The passengers tried to disembark anyway. Of course, we were not connected to stairs or a jet way and there was no terminal. They begrudgingly gave up after a bit of shoving and pushing and some reseated themselves, which helped quell the huge disturbance. Passengers were infuriated and vengeful, (maybe rightly so,) with threats made, some calling us kidnappers. The U.S. Army Command mandated all procedures. I would have been overjoyed to allow an implacable, irate one or two, to leap the 9 feet out of the cabin door to the authorities with rifles and tanks below. We took off and three hours later landed in Miami. We were just grateful to be home safely without injury to our passengers and airplane.

Noriega was not found, and a few months went by. Another invasion occurred and we found out the fate of another Miami flight crew who were at a hotel in downtown Panama awaiting their return flight to Miami. A call from Eastern Dispatch Services was made to the captain that he and his crew should go into hiding. Noriega was surrounded and the invasion would be short-lived, but he still had loyal troops. They were out looking for American citizens for hostages, and of course, it was a shoe-in to find them at the large international hotels. When captain Jay found this out, he quickly gathered his crew and the seven of them went into hiding at the Marriott Hotel laundry room, deep in the bowels of the basement. There were two huge laundry dryers. They split up and crept inside the dryer drums for the duration. They later told stories of hearing the footsteps, of possibly the soldiers.

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Emily, chapter pres. Les's daughter is at the airport a lot with her dad. On this morning, Dad, (Les), was out flying his one place Panther airplane so Bob took her up in his Zodiac. Emily is a nice child and it's fun having her around Dunn airport with her dad.



Members Ben Charvet and Ray Thomas getting ready to fly the Cub at Dunn Airpark

Chapter Breakfast

Sat. June 1, 8:00 am

Dunn Airpark Bldg. 10

Titusville, FL

Chapter Monthly Meeting

Weds. June 5, 7:00 PM

Bldg. 10, meeting room

Dunn Airpark, Titusville, FL