



Contact!

December 2020

President:	Bobby Goodwin
Vice President:	Charlie Booton
Treasurer:	Gary Bean
Secretary:	Ralph King
Membership:	Cecil Jones
YE Coordinator	Mark Kellner
IMC Coordinator:	Chad Baker
Technical Counselors	Bob Kaba & Chris Foltz
Flight Advisors	Gary Bean & Carl Franz
Web Editor	Chad Baker
Newsletter Editor	Rick Bernardi

<https://chapters.eaa.org/ea108>
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**Next meeting at the CEW FBO on
12/19/2020 at 10am.**

EAA 108 club meeting minutes, 21 November 2020

There was no IMC meeting at 0900. Those in attendance were:

Dick Russell (Thanks Dick for your hospitality!!)
Gary Bean (Thanks for your help in the cookout!!!)
Tim Cook and De (Thanks to you both for the cookout!!1)
Ralph King
Joe Nunly
Bil Cuilik
Charley Booton
Bobby Goodwin
George Roll
Howard Walton
Charlie Starr
Rick Bernardi
Chad Baker (Welcome to our new chapter president!)
Paul Vermillion
Butch Raber
Paul Danclovik (New member as of today)
Cris Hunter
Stan Julian (Note his new cell phone 850-598-4166)
John Evans

Bobby Goodwin called the meeting to order at 10:01. First order of business is to give our warm and hearth thanks to Tim Cook and De, and Gary Bean for the most excellent cookout!!!! Everyone enjoyed it very much!! The food was great, and the cowboy baked beans were a big hit!! Everything was done very nicely, and it was a very pleasant way to start our meeting. You are hired Tim!!!!

And thanks to Dick Russell for the use of his facilities. It is a very pleasant place to hold outdoor meetings, and

everyone enjoyed your place. Thanks for inviting us out to the Yellow River airport place.



Great job De!

The Young Eagles eagle is ready for presentation to the Crestview FBO. Thanks to Tim Cook who got it made. It is very good looking, and will display nicely in the FBO.



Gary Bean gave a treasurer report. We have \$3,811.96 in the treasury, and \$93.88 in the petty cash fund. The annual chapter membership renewal is due, and about \$408 will go for that.

Dick Rowe has the COVID virus, and is doing well. Spencer Bell is doing an RV-8 build, and is needing hangar space to finish the job. If you know of hangar space, let him know. There was discussion around the room about hangar space, and the lack of it.

Charley Booton was tasked to write a letter thanking the Crestview FBO for our use of their facilities. He read his letter, and the members approved of his wording. It is a good letter, nicely written.

Jonathon Dunn was approached about painting KCEW on their runway or taxiway somewhere. The response was that they are about to do some resurfacing and painting of their own so our effort will be placed on hold until their action is complete.

There was some discussion about painting a compass rose at the DeFuniak airport. No decision was made on this project.



The annual report is due, and the annual renewing of the club dues time is here. (Addendum: If you check your emails, you will find a report from Gary Bean giving the report. It is all done up very nicely Gary, and thank you from us members!) And since the report is due with a listing of the officers, Dick Russell suggested that we elect the officers for the next year. Chad Baker was voluntarily elected as president!!! Congratulations Chad!!! So now that allows Gary Bean to complete the annual report.

The club is still looking for a possible tour at the Airbus facility in Mobile. We are looking for a tour at Eglin with Tim Cook, but the virus has things on hold there. Bill Culik says there are no tours allowed at the Pensacola NAS due to the virus restrictions.

The COVID virus cases are rising again, and all members are urged to use proper precautions. Larry Bush had the virus, and is currently recovering.

We have lost our Young Eagles coordinator, Mark Kellner, due to military reassignment, and Tim Cook is taking on the deputy Young Eagles coordinator role.

(The following is a note from Chad Baker)

“Also, re: Mark Kellner and YE. I did talk to him shortly after the last meeting. Unless someone has more recent information, he has not been reassigned. He is however planning to separate or be reassigned and is diligently working on trying to determine his own fate.

Because of that, he's spending all his free time working on a possible transition to another job and is unable to lead the YE effort. He is able and willing to advise when we're ready and willing to resume YE activities. In the meantime, we'll need to keep looking for someone to chair it. Mark has done a great job developing thoughts on some improvements and a more organized way to pull it off.”

Charley Booton gave a safety talk concerning icy runways for anyone traveling out of the area. Check the ATIS for information. The control tower is not required to provide some information, so it is up to the pilot to be safe. (side note here: We had heavy ice and frost of our own on 2 December!!!)

For those needing an A & P mechanic, Neil George at the Baker Sky ranch facility is good, and reasonable.

The meeting was adjourned at 11L15 by Charley Booton. Lunch is served!!! Thanks again to Tim Cook and De, and Gary Bean for a great meal and all the fixings!!!!





Submitted by Dick Russell;

From Youngest Navy Pilot to Oldest Meyers Pilot, Chuck Downey Makes a Lasting Impression

July 8th, 2015

Chuck Downey is an extraordinary man. A month shy of 91, he has lived an amazing life, and continues to add memorable accomplishments to it almost daily. It's just unlikely you'll hear much about them. Certainly not from him. He almost got away with "sneaking" into Augusta, Kansas for the annual Meyers Aircraft Fly-In on the last weekend of June and leaving without anyone noticing...until some of his friends among the other Meyers Owners decided he deserved a little more attention.



In 1960, he had purchased a Meyers OTW (#41), so when he flew into Augusta Airport in one at the age of 91, his colleagues convinced him to speak at a Pancake Breakfast as part of the Meyers Fly-In event. Still a force to be reckoned with, Captain Downey can recount details of a dramatic career in aviation and he actually loves to talk about it, and his military career and love for aviation which began age three when, he says, he remembers Lindbergh's dramatic flight.

He was actually the youngest man ever to earn his Navy wings, but one of his contemporaries got more attention and, to this day, is credited with that distinction. That's because he was the son of a US

Senator, head of the CIA, and later, the 41st President of the United States—a fairly high profile job! When he was shot down by the Japanese during World War II and fished out of the Pacific by a submarine George H. W. Bush made it into the headlines, but the enduring story, thanks to newsreel footage from the incident which showed the youthful son of the Senator being rescued, was that he was just a kid when he got his Navy wings. In fact, the media reports said, he was the youngest pilot ever to be signed off to fly by the Navy, still 3 days shy of his 19th birthday, when he was commissioned.

But, Chuck S. Downey was 11 days younger than the future president when he got his Navy wings at just about the same time. He actually became the US Navy's youngest pilot in World War II and later went on to become its youngest Captain, when he was promoted to that rank in 1963. He was only 39 years old. Unfortunately for Chuck, he didn't have quite the same pedigree or PR machine, so his accomplishments went virtually unnoticed.

That is, until Mr. Bush, himself, became aware of them while Vice President. When his staff was researching a project about his naval service they sought to verify the conventional wisdom that he was, in fact, the Navy's youngest aviator. Captain Downey, responded with a letter pointing out that he was, in fact, 11 days younger when he received his wings. When the then VP found out, he sent him a congratulatory letter—on White House stationery—that said, "You've got me by 11 days! Congrats and thanks for your service!"

When GlobalParts.aero bought the type certificates and manufacturing rights to the Meyers Aircraft last year, they invited the owners group to hold their annual Fly-in in Augusta this year so they could see GlobalParts.aero's operations. Captain Downey is the oldest member of the owners group. He flew the Meyers OTW he bought in 1960 until 2 years ago. He decided he wanted to come to this year's gathering so he hitched a ride with a fellow OTW owner and regaled the group with his exploits and memories for 45 minutes on June 27, recounting how he recalled listening with his family at age 3 as Lindbergh's landing in Paris was broadcast on the radio. It began his fascination with flying which persisted throughout his youth and led to his enlistment in the Navy at 18. He flew Helldiver Dive Bombers in the Pacific during the

war and was stationed aboard the USS Ticonderoga when it was hit on two separate occasions by Japanese kamikaze planes. He survived those experiences and his own close calls in combat before the end of the conflict, not to mention 5 forced landings during the course of a flying career that spans more than 70 years, in excess of 8,500 hours and logging time in nearly 50 different aircraft types from biplanes to jet airliners.

Refusing to be deterred, or even slowed down, seems to be the key to Captain Downey's longevity and energetic approach to life. These days he splits his time between his home in Poplar Grove, Illinois and Florida and though the old Naval aviator isn't logging hours in his airplane these days, he's staying true to his Naval heritage by joining a local Yacht Club in Florida where he puts his considerable knowledge of navigation and seamanship to good use. Captain Downey remains an exceptional, vibrant example of the rapidly dwindling Greatest Generation. He literally dropped out of the sky into the Augusta for the Meyers Fly-in weekend...and it proved to be a special treat for Meyers owners and the folks at GlobalParts.aero who got to spend some time with him!

AWARD PRESENTATION For CAPT Chuck Downey

- *Welcome and Introductions: Thanks to the museum Director and Staff - special guests (Admiral Bob Besal, General Clay McCutchan, and General Mike Wooley) and thanks to the Naval museum staff*
- *Captain Downey's aviation career, beginning here, Pensacola NAS:*
- Downey, CS # 291132, Navy Av design# 1640/1315, effective date 16 July 1943
- Aircraft flown: SNB (BE18), AM-1Q (EW Martin Mauler), F4U5 (Corsair), SNJ (T6 Texan), TBF Avenger, S2F Tracker, T34B, Beech
- Special Qual: 9-24-43 SNJ, 1-28-44 SBD, 4-7-44 SB2C, Carrier Night 10-3-44
- 1290 hours, 73 carrier landings as of June 1950

- "In June 1944, Downey first saw combat duty as a dive bomber pilot aboard the newly commissioned aircraft carrier USS Ticonderoga. He flew the SB2C Helldiver, a plane so difficult to fly that some pilots dubbed it "Beast." It had just replaced the beloved Dauntless dive bomber, which had a proven record of success, including the sinking of four Japanese aircraft carriers in the pivotal battle of Midway," the Northwest quarterly wrote.
- "One of his most successful – and most dangerous – combat missions took place on Nov. 13, 1944, at Manila Bay in the Philippine Islands. As a LT. J.G. at the time, Downey was part of an air group that sank the Japanese light cruiser Kiso, a mission that taught him just how quickly one's life can end in combat.
- "We were part of a group of 16 airplanes attacking shipping all over the bay," he recalls. As the pilots began diving, antiaircraft fire from the Japanese ships found the range of the dive bombers. "All of a sudden, geez, there was a huge flash. I think I'm going to hit debris. Everything blew up in my face about 400 feet in front of me ... the whole thing just blew."
- The Helldiver in front of Downey had exploded, hit by antiaircraft fire. It had been flown by Johnny Manchester, a relatively new pilot nicknamed "School Boy." (Chuck's crew chief removed pieces of the lead airplane from Chuck's airplane)

Chuck Downey, of Poplar Grove, Ill., lived through 17 bombing missions, two kamikaze attacks and the sight of several friends being shot down by the enemy – all as the youngest Naval Aviator of World War II.

For years, former President George H.W. Bush, was reported as the youngest Naval Aviator of the war. Chuck Downey beat by the President by 11 days.

The youngest naval aviator in World War II, Capt. Downey was awarded the Distinguished Flying Cross and Air Medal. He continued to serve in the Naval Reserve until his retirement in 1975 as a Navy Captain. Weeks before his passing, he received his Naval Order Lifetime Achievement and is a member of the Illinois Aviation Hall of Fame, having flown more than 40 different types of planes.

Chuck worked in the aviation industry for American Airlines, Commuter Airlines, Midway Airlines and Butler Aviation. As Director of Facilities for American Airlines, he helped design the airlines flight academy in Fort Worth. He flew his Meyers biplane until age 89.

Purpose of the FAA Master Pilot award.



Chuck Downey ringing the Dinner Bell

Two of the youngest aviators in World War II — a DeLand resident and a former president — met face-to-face more than 70 years after serving their country. On Friday, 89-year-old Chuck Downey sat down with President George H.W. Bush and his wife, Barbara Bush, at their home in College Station, Texas, Downey said. “In 1942, we both went through training in our 18th year,” Downey said. For decades after that, Bush thought he was the youngest pilot during the war — earning his wings five days before his 19th birthday. But while he was vice president, a military magazine put out a call looking to see if there was any younger pilot

than Bush. There was, it turned out: Downey became a pilot 17 days before his 19th birthday and wrote the magazine a letter.

And when he heard the news, Bush sent Downey a letter acknowledging his record had been beaten, Downey said.

“James Sites of ‘Wings of Gold’ (magazine) sent me your letter. I salute you as the youngest WWII Navy pilot ... As an old guy, I salute you young kids who were a ‘younger 18’ when you got your wings,” the letter reads.

“We were two naval aviators that were both commissioned before they were 19 years old,” Downey said. “That was the reason I thought it was important we should meet up. Here we are at this late stage, and when I saw him in a wheelchair going in the White House, I said, ‘hey I’ve got to meet this guy before he leaves the planet.’”

With the help of some friends, he contacted Bush’s events secretary. The aide set up a meeting between the two distinguished veterans.

After what Downey called “a beautiful reception,” he and his daughter were introduced to the former president and his wife, he said.

“I stood up right away and kissed her hand like any Naval officer would do,” he said during an interview at his DeLand home Sunday.

Downey said he talked to Bush about his history and the 70 years of his life he’d spent in the air. During the war, Downey flew a dive bomber — a Curtiss SB2C Helldiver — striking Japanese targets in the Pacific Ocean and parts of Asia.

Bush, on the other hand, flew a torpedo bomber. On one mission, he was shot down and had to be rescued by a submarine, according to his official biography on the George Bush Presidential Library website.

The two veterans served on different aircraft carriers during the war. Both men earned Distinguished Flying Cross awards during their time in the Navy.

And last week, the former president gave him a set of cuff links as a parting gift, Downey said.

“I’ve always admired him,” he said. “We served in pretty dangerous situations.”

Downey’s neighbor Melba Elders was one of the first to hear about the meeting.

“It was a real rewarding conversation they had,” she said. “Chuck is 89 and so is the ex-president.”

After WWII, Downey continued serving in the Navy until he was 45, rising to the rank of captain. He continued flying recreationally until about a year ago. All in all, Downey has more than 8,500 hours of flying time under his belt, he said.



2007 Meyers Beach Tour

From Cecil Jones;

Rick. I completed the first flight on my RV8, N95CH on 6 Dec 2020.

I bought the RV8 kit in 2015 as the 3rd builder, and passed my Airworthiness inspection about a month ago. Airplane flies beautifully and I'm moving along through my EAA flight test program. Plane has a Lycoming O-360 with constant speed prop and has MGL and Garmin avionics.



What a great panel!

Classifieds;

Cavalier for sale
Engine 290 Lycoming
Airframe and overhauled ending low time.
Two seat wood with fiberglass covering
Asking \$15,000
Battery operated tug \$500

Call or text Bob Sutherland. 850-974-9039



MERRY
CHRISTMAS

This wish survived the stage-coach days,
The age of horses and sleighs,
And now while planes and motors roar
It's just as hearty as of yore!