

## SCHAF Newsletter for January 2015

**Reminder: The next SCHAF Open House will take place Saturday, January 10, 2015. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.**

Greetings to all members and friends of the South Carolina Historic Aviation Foundation. Hope everyone had a great Christmas. The past couple of months have been a really busy time for SCHAF so let's dive in and see what's been happening.

### Foundation Happenings-

A great open house on Saturday, December 13, 2014. In addition to the young people who visited from the Young Eagles program of EAA 242 we were also honored to be visited by members of the Columbia chapter of the National Society of the Daughters of the American Revolution (DAR) including Emily DeQuincey-Newman, chapter regent. Also Phyllis Holst, Lyn Going and SCHAF member Mary McIntosh were there representing the Columbia chapter of the DAR.



*DeQuincey-Newman, McIntosh and Holst of DAR*



*David Moxley, Ron Skipper and Jay Adams*

We also had a visitor from Hickory, North Carolina, Jay Adams, who was recently elected to the North Carolina House of Representatives. Jay's father served on a B-25 in the Mediterranean Theatre of Operations during World War II, was shot down over Italy and was a POW in Stalag Luft I. Jay brought down a number of items pertaining to B-25s and shared them us. Jay, it was great to see you and we hope to see you again soon.

Special credit should go to Marvin Williams and the members of the Spann Watson Chapter of the Tuskegee Airmen who cooked hamburgers and hotdogs for folks taking part in the Young Eagles program and were gracious enough to invite us over to join them for lunch.

The board of the South Carolina Historic Aviation Foundation met at Hamilton/Owens Airport on Thursday, December 18, 2014. Present were Ken Berry, Ron Shelton, Xen Motsinger, Niall McLaughlin and Dave McIntosh.

It was reported that the foundation has received a reimbursement check for \$4800 from the Richland County Conservation Commission. Scott Linaberry was elected the board with a unanimous vote. It was also reported that the restoration of GF-2 is going well and that the instrument panel in the cockpit has been installed.

Much of the discussion concerned getting parts that are being donated by the Canadian Warplane Heritage Museum in Canada to Columbia for use in the restoration of GF-2. The plan as it now stands is for Ken Berry and Niall McLaughlin to go to Canada sometime in early 2015 to inventory the parts. The parts could then be air shipped to Columbia.

There was also discussion about forming the task force to take a lead role in the restoration of the Curtiss-Wright Hangar at Hamilton/Owens Airport. Ken Berry has already been talking to interested parties in Richland County government and the goal is to set up the task force in the near future.



Just to keep everyone posted, work continues on the restoration of GF-2, the foundation's B-25C Mitchell bomber. Pictured above Ron Skipper and David Moxley discussing the front landing gear. The second picture is of the B-25 model recently donated to the foundation by John DeMar. It's now on display in the SCHAFF hangar at Hamilton/Owens Airport.

Below are some more pictures of GF-2's restoration. First one is installation of instrument panel and the second shows the cockpit area. We're making real progress.



Want to make mention that SCHAFF member Rachel Haynie has authored another book; this one for young people. It's called *First You Explore: [The Story of the Young Charles Townes](#)* a South Carolinian and Nobel Prize winning physicist who helped develop the laser. The book is published by the [University of South](#)

[Carolina Press](#) as part of their Palmetto Young Readers series. It has already received very positive reviews. Remember Rachel is also the author of [Cornfield to Airfield: A History of Columbia Army Airbase](#), which is a really great read.

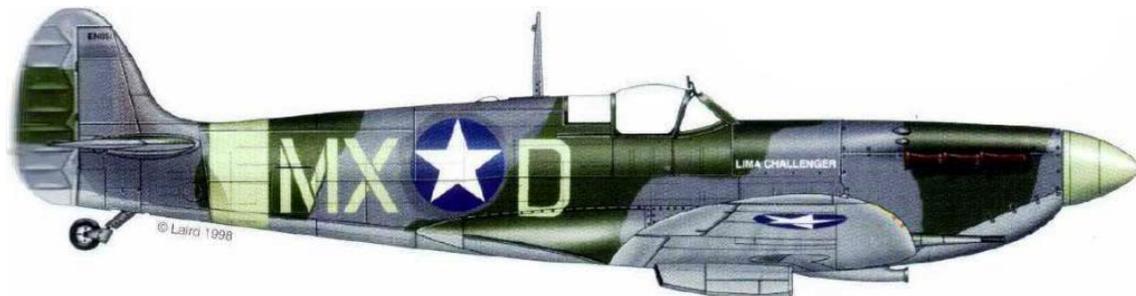
On Sunday, March 23<sup>rd</sup>, a special ceremony commemorating the first US Army (Airborne) Division/Regimental size parachute drop in 1943 takes place at 2pm at the 82nd Airborne/505th monument at the Invista plant on US Highway 1 in Lugoff. SCHAf member Ted Podewil is one of the folks helping put the ceremony on. If you want more information you can e-mail Ted at [army44d3@live.com](mailto:army44d3@live.com) or call 803-356-0611.

Just to keep everyone posted, plans are already being made being made for a second SCHAf USO Dance, possibly sometime in April or May when the weather is a bit cooler than it was last year. Last year's dance marking the 70<sup>th</sup> anniversary of the Normandy invasion and the liberation of Europe was such a big success that the feeling is this could become an annual event marking other milestones in aviation and military history. Once again it will take a lot of volunteers to make it work. As the time grows closer and details become finalized we'll be putting out the call for help in putting the second SCHAf USO dance on. Stay tuned.

## Historical Notes-

Last month America marked the anniversary of a tragic yet heroic moment in history; the Japanese attack on Pearl Harbor on December 7, 1941. A tragic event because of the lives lost and the destruction wrought, heroic because of the Americans who fought back that day and struggled to save the lives of those injured and wounded in the attack. Here are some links dealing with the attack on Pearl Harbor. This one is about [Japanese preparations](#) for the sneak attack that thrust the United States into a massive global conflict. Here's another article about [the heroism and valor of U.S. Marines](#) that fateful day. Another article about [FDR's famous "day of infamy" speech](#) where the United States declared war and joined a great global conflict.

Here's another South Carolinian who made a contribution to aviation history and also preserving and protecting our country's freedom. Roland Wooten was a South Carolina native who attended The Citadel (class of 1936) and in 1941 he became part of the Army Air Corps through the Aviation Cadet Program. Wooten arrived in the United Kingdom in 1942 as part of the 307<sup>th</sup> Squadron of the 31<sup>st</sup> Fighter Group which was the only unit in the USAAF to fly the Supermarine Spitfire. He called his plane *Lima Challenger*.



*Lima Challenger*

His group would provide air support for Operation Jubilee, the disastrous raid on Dieppe in 1942 and would later be re-assigned to the North African Theatre of Operations and would also be re-equipped with the P-51 Mustang. Wooten would score six victories and was one of six Citadel alums to become an ace. He would later fly P-47 Thunderbolts in the 362<sup>nd</sup> Fighter Group. In 1944 he was shot down and would spend in the rest of the war as a POW. He would later serve as Postmaster of Charleston and was killed in an airplane crash in 1968, Here's a link to an article about the 307<sup>th</sup>:

<http://www.wwiiaircraftperformance.org/31st/307th.html> . Here's a link to more about Roland Wooten: <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=38683780> .



*Roland Wooten and friend*

My thanks to Major General Julian Burns (ret.) for making me aware of Roland Wooten. By the way Julian was recently elected chairman of Kershaw County Council.

Here's an item sent in recently by Ron and Linda Skipper. While not specifically aviation related I think it's important because it reminds us of the sacrifices made by earlier generations to preserve the way of life we continue, and it is hoped, will continue to enjoy.

World War I, known at the time as the Great War, was thought to be the war that would end all future wars. All sides suffered an incredibly high number of needless deaths and the war devastated an entire generation. In fact, the sheer amount of destruction and death has only been eclipsed by World War II.

Since it ended, all countries involved have held memorials to remember their fallen dead who sacrificed their lives for the good of their country. This fact is all the more so in England, where nearly a million people lost their lives. What they've done to commemorate their fallen soldiers is truly beautiful, while also helping us understand the true scope of these soldiers' sacrifice. Even a hundred years later, we should not forget their incredible acts of heroism.

The moat that surrounds the Tower of London has long stood empty and dry. But now, what may look like gushing blood from its very walls, is actually something beautiful.



This summer, the moat has been filled with 888,246 red ceramic poppies, one for each British and Colonial soldier who perished during World War I.

For the past few weeks, a team of 150 volunteers has been placing red ceramic poppies one by one around the Tower.



The last poppy will be symbolically planted on the last day of the installation: November 11, Armistice Day.

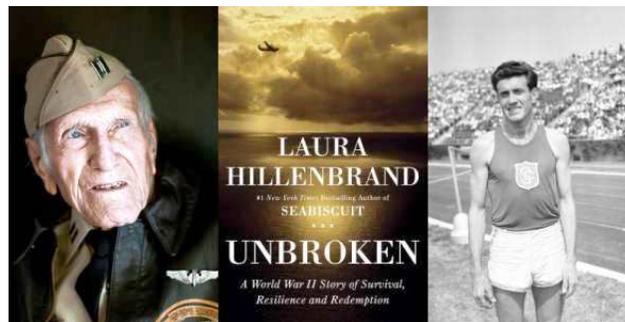


Regardless of why their countries went to war, we should never forget the selfless acts of these brave men. Please share their story, and help remember their lives, by forwarding this far and wide.

The ceramic poppies were removed later that month and distributed among veterans and others in the UK.

## Good Reads-

This month's good read is [\*Unbroken: A World War II Story of Survival, Resilience and Redemption\*](#) by Laura Hillenbrand. It's the story of Louis Zamperini, a former Olympic track star who would serve as the bombardier on a B-24 Liberator in the Pacific. In 1943 while on a search mission his plane, a B-24 named "The Green Hornet" crashed in the ocean. Zamperini was one of three survivors. One man would die. They were strafed by Japanese planes then captured by the enemy. Zamperini would survive captivity under hellish and brutal conditions before being liberated at the end of the war. After the war he would get married and after a number of difficult years find it in himself to forgive his captors and begin a new life. A book to renew your faith in mankind and realize that the sins of the past can lead to be better future. Read it and be inspired. By the author of another great read *Seabiscuit: An American Legend*. It's also been made into one of the season's hit movies. Again, a tip of the hat to Julian Burns for strongly recommending *Unbroken*.



## Odds and Ends-

Here's something sent in by Ron and Linda Skipper, [the USAF Band 2014 Holiday flash mob](#). Enjoy. Here's another item sent in by Anna Amick about [Eisenhower's B-25](#). A great article from Air Force Magazine.

Last month I did a poor job of phrasing the trivia question. I asked "what was the first turbine powered airliner to fly in North America" and I should have added in regularly scheduled service. Actually the answer to last month's trivia question, the Avro Canada C-102 would have been the correct answer. The first turbine powered airliner to fly in regularly scheduled service in North America was the Vickers Viscount. The Viscount first went into service in North America with Trans-Canada Airlines (now Air Canada). TCA went with the Viscount after the cancellation of the of the C-102 project. Trans-Canada had been looking at using the Convair 240 but decided that they would go with the Viscount after Vickers agreed to design changes. In December of 1954 Trans-Canada would take delivery of its first Viscount and would go on to have a fleet of 51 Viscounts. Trans-Canada would also use the successor to the Viscount, the Vickers Vanguard. Airlines in the United States that used the Viscount included Capital, United and Continental. I was fortunate to fly on a Continental Viscount in 1965 and remember it as an extremely comfortable and enjoyable plane to travel in.



Now here's our trivia question for this month. Think of it as a bit of a test. If you've read previous newsletters and followed the links provided you know the answer. Who came up with the term "joystick" for an airplane's control column? Time to head back to the archives and re-read previous SCHAF newsletters; answer next month.

In Closing-

Well, that wraps up this month's SCHAF newsletter. If you have something you would like to share please [e-mail](#) me or any of the board members for inclusion in future newsletters. **If you have missed any past newsletter, remember you can go to the [SCHAF website and go to the downloads page where past newsletters are archived](#).** Also, get involved with the foundation. **Oh, and by the way, if you have not renewed your membership, do so at your earliest convenience. [Go to the SCHAF membership page on the foundation's website](#).** Your support of SCHAF is greatly appreciated.

Till next time

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