



SCHAF Newsletter for January 2016-

Reminder: The next SCHAF Open House will take place Saturday, January 9, 2016. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Greetings to members and friends of the South Carolina Historic Aviation Foundation. Hope you and yours had a joyous and bountiful Christmas. The past year has been for many in South Carolina one where there has been both tragedy and triumph. The past year has been both a productive and interesting one for SCHAF and much has been accomplished. Here's looking forward to a 2016 where SCHAF makes even more progress. So, let's jump in and see what's been happening over the past month with SCHAF.

Foundation Happenings-

A successful open house on December 12th. Thanks to the return of EAA's Young Eagles program to Hamilton-Owens Airport the crowds were bigger. Met a number of nice people who were interested in GF-2 and enjoyed seeing SCHAF volunteers continue their work on her restoration. SCHAF member Ted Podewil was there with a display of parachutes and other airborne items that drew a lot of interest from visitors while Katherine Cuddy and Ron Skipper talked with folks about the project to bring GF-2 back to her former glory.



The board of the South Carolina Historic Aviation Foundation met on Thursday, December 18, 2015. Board members present were Ken Berry, president of SCHAF and Ron Shelton, David McIntosh, and Scott Linaberry. Members present were Mary McIntosh, Niall McLaughlin and Richard Hill. There was discussion of a recent article about SCHAF in The State newspaper (more below) and Ron Shelton says he has already been contacted by someone from Germany who saw the article on the internet. Ken Berry said he has been contacted by Patriot's Point in Charleston. Berry says they are considering putting their B-25 back on display and would like SCHAF to provide assistance. There was also discussion of the annual convention of the South Carolina Aviation Association which will take place in February at Wild Dunes. SCHAF plans to have a representative there. Scott Linaberry said SCHAF needs to send out annual membership statements and work on having dues paid through PayPal as well as other means. The board agreed that in 2016 SCHAF needs to do a better job at collecting membership dues. The board was told that the restoration of GF-2 continues to go well. There was also discussion on establishing contact with various foundations and submitting proposals for grants. It was agreed that the hangar dance which had been planned for October but had to be postponed because of flooding will take place in May although the final date was not set. Among the goals and objectives for 2016 is the completion of the current restoration project for GF-2.

SCHAF has been receiving some favorable publicity lately. In early December a student at the University of South Carolina's School of Journalism did a piece on the restoration of GF-2. Avery Bofinger, a senior at USC's J-School spent an evening talking with Katherine Cuddy, Ron Skipper, David Moxley and Richard Hill.

Also the The State newspaper did a front page article on GF-2 in early December. Here's a link to the article in The State: <http://www.thestate.com/news/local/article50119415.html> .

In November The State newspaper ran a Veterans Day article honoring America's vets. The picture for the story was of SCHAF member Murray Price. Picture below.



Historical Notes-

During the early part of World War II the Junkers Ju-87 Stuka was one of the most feared sights in the skies over Europe. It's menacing appearance, the whine of the it's "Jericho horns" followed explosions gave it a reputation as the sharp end of the airborne spear that made the Luftwaffe, along with the German Army's panzers, a symbol of German aggression and terror. In the Battle of Britain the dive bomber that terrorized populations on the continent would itself become the pray of Spitfires and Hurricane of the RAF and it would be withdrawn after suffering heavy losses of the opening days of the struggle over the British Isles. It would however continue to see yeoman service on the eastern front. Follow this link to find out some amazing facts about the Ju-87:

<https://www.warhistoryonline.com/military-vehicle-news/amazing-facts-about-the-junkers-ju87-stuka.html> .

Over the years the airline industry in the United States has undergone a continuing process of consolidation through a series of mergers. A number of great names in civil aviation have disappeared. One of the survivors though is American Airlines, which recently concluded its merger with U.S. Airways (itself the result of a number of mergers). Here's a brief piece dealing with some of the history of American which includes a short video from the 1930s:

<http://cruiselinehistory.com/brief-history-of-american-airlines-great-video-of-air-travel-in-the-1930s/> . Normally I try to keep my opinions private but I've got to say that the new color scheme for the "new" American is a sad step down from the classic livery of earlier years with the large eagle and the large double A logo. The old American paint job carried a message of style and class. I can't say the same for the new one.

An interesting article about the forgotten pilots of World War II, the Poles who flew for the RAF: <http://www.businessinsider.com/polish-fighter-pilots-during-wwii-2015-9> .

Good Reads-

[Forgotten Fifteenth: The Daring Airmen Who Crippled Hitler's War Machine](#) by Barrett Tillman. If you're like me and you think of the United State Army Air Forces bombing Germany you think of the "Mighty Eighth," the 8th Air Force, the folks who flew from the fields of East Anglia in England and pounded the Nazi Reich by day. It was the 8th that got most of the headlines and was featured in the newsreels. But, in the Mediterranean Theatre of Operations another American air force was busy pounding the Germans into submission; the 15th Air Force. They didn't get the coverage the 8th got, but the missions they flew and battles they fought were ever bit as brutal and harrowing as those fought by the 8th and 9th air forces. A really well-written and interesting book. Learn about the blood drenched attacks on the Ploesti oilfields and the murderous German resistance along with the harrowing weather faced by the men of the 15th Air Force. One of the best and most enjoyable books I've recently read about the air war in Europe in World War II.

Odds and Ends-

In last month's trivia question we were looking for the name of the name of the B-25 pilot that trained at Columbia Army Air Base in 1943, deployed to the Mediterranean Theatre and flew 51 combat missions with the 340th Bomb Group. He would return to CAAB as a B-25 instructor. He was later reassigned to the 319th Bomb Group when they deployed to the Pacific. Here are some hints. After the war he would become an Astronaut in the Mercury Space Program. Later he became Chief of Astronauts for the Apollo Space Program and would be the one to select Neil Armstrong to be the first man to walk on the moon. The answer is Donald "Deke" Slayton. He was one of the original "Mercury 7" astronauts but was grounded due to an irregular heart rhythm. In 1975 he would go into space as part of the Apollo-Soyuz Test Project becoming the oldest person to fly in space at that time. That record was broken by John Glenn in 1983. Congratulations to SCHAF member Gary Byrd, who came up with the right answer.

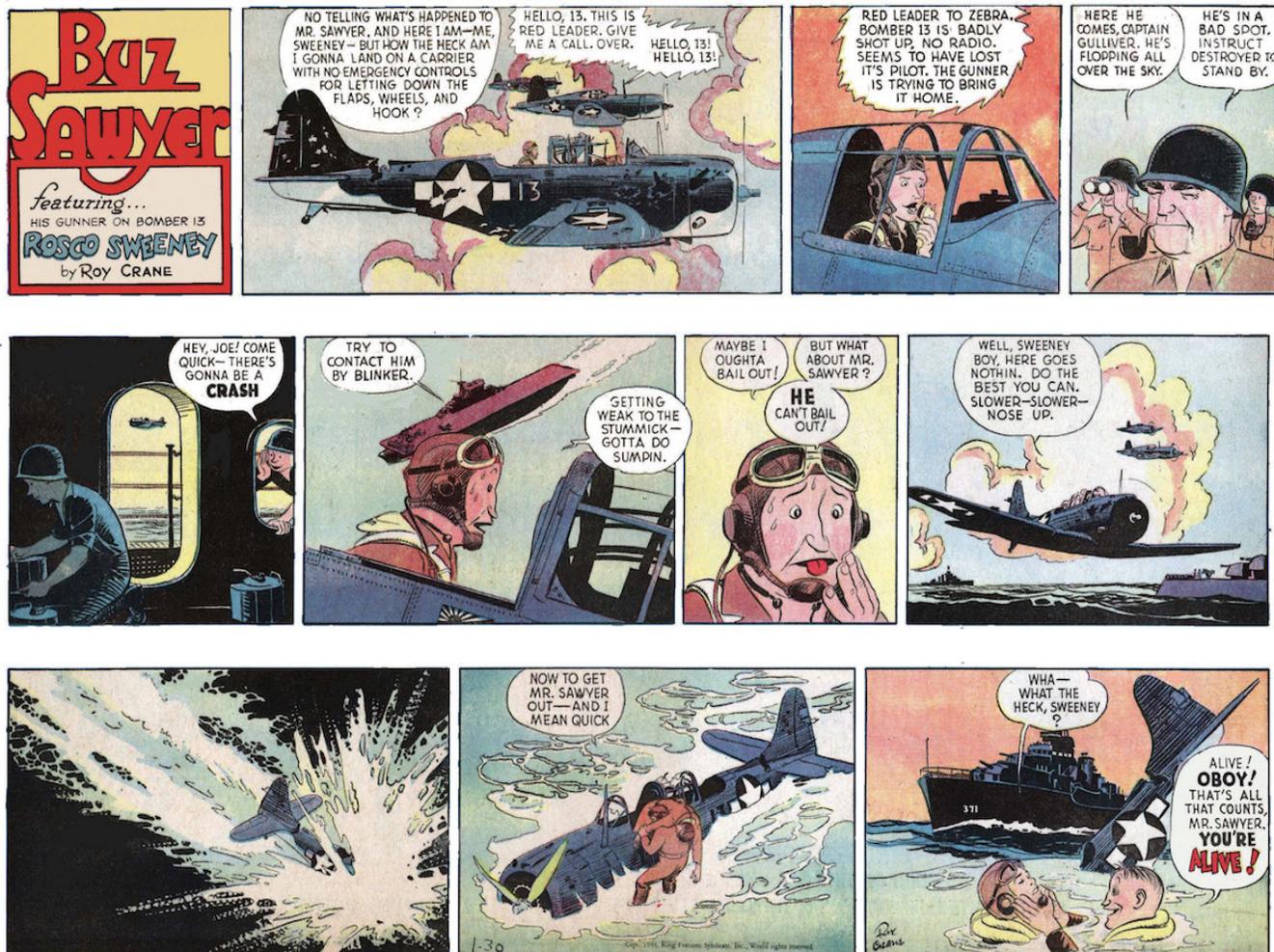


Donald "Deke" Slayton

For this month's trivia question we head over to the civil aviation side of things. We're looking for the name of an airline. Here are a few hints: at one point they were headquartered in North Carolina, but not in Charlotte. When you flew with them you were flying on "The Route of the Pacemakers." From the 1960's through the 1980's it was one of four airlines serving CAE or Columbia Metropolitan Airport. Now, as a result of continuing airline mergers they are no longer around, although the name survives with another airline's commuter services. Alright folks, put on your thinking caps. Which airline am I looking for?

Okay, since I'm on an airline kick right now, here's an article from the Wall Street Journal on the Golden Age of Flight, i.e. when flying on an airliner was something you dressed up for, know what I mean. Here's the link: <http://www.wsj.com/news/articles/SB10001424052748704684604575380992283473182> .

I've mentioned in the past my love for comic books and the Sunday funnies. Ahhh, to be a kid and look forward to the funny pages. One that my father liked from the 40's and 50's was that fearless pilot Buz Sawyer; a few panels below.



Another comic strip from that era my father liked was Captain Easy. I remember him showing me a very nice pin and ink drawing from that strip of a B-24 Liberator that Captain Easy was about to parachute from. Enough, though of childhood memories.

SCHAF member John Tokaz sent in this link dealing with the history of Charleston Airport. Very interesting. Thanks John. Follow this link: <https://www.chs-airport.com/AviationAuthority/History.aspx> .

This one goes out to all of the readers who have pilots licenses. A video from the BBC on how not to land a fighter jet: <http://www.bbc.com/future/story/20150805-how-not-to-land-a-fighter-jet> .

Good article on the coolest livery of airliners today. Article also features a link to airline paint schemes that didn't work out. Here's the link: <http://www.businessinsider.com/these-15-coolest-airline-liveries-in-the-world-2014-12> .

Here's a nice video of the Canadian Warplane Heritage Museum's B-25 performing a fly-by sent in by SCHAF member Bill Rouw. Bill is the crew chief of the CWHM's B-25. This link will take you to SCHAF's multimedia page: <http://www.schistoricaviation.org/multimedia.htm> . Remember to check out the multimedia page at the SCHAF website. Lots of good stuff there.

Speaking of Canada, here's story about a Canadian who played a role in the training of pilots for the Mexican Air Force:

<http://cahs.ca/maple-leaf-of-mexico> .

Here's an article from earlier this year of a fly-past honouring a female pilot from World War II:

<https://www.warhistoryonline.com/war-articles/fly-past-for-world-war-two-female-veteran-pilot.html> .

The People's Mosquito project in the UK is working to put another DeHavilland Mosquito in the air. Here's a link to an article about it: <http://themanshed.cc/mosquito-people-uk/> .

Here's something sent in by SCHAF member Katherine Cuddy that should appeal to those out there who are into modelling. A new B-25B model honouring the "Doolittle Raid." Here's a link where you can find out more:

<http://www3.towerhobbies.com/cgi-bin/wti0001p?&l=LXFSGP&P=MLwww.thestate.com> . Thanks

Katherine.



In Closing-

Well, that wraps up this month's SCHAF newsletter. With the New Year here you might be looking for a resolution. Here's a suggestion, get involved with SCHAF. We have a lot going on and more is planned. Just get in touch and see how you can help. If you have an idea or an area of interest let folks know. Maybe you're interested in some of the South Carolinians mentioned in a newsletter and would like to research their lives and contributions. Do you have stories to share, remembrances or a friend or relative with a story? Write it down, contribute a few paragraphs to a future newsletter. Do you have a skill in wood or metal-working? That can be put to use in helping restore GF-2 or putting together displays. In 2016 make it a point to become involved with SCHAF.

Also, remember we are planning a USO style hangar dance for May. We were well along with planning when the floods of October threw everything all asunder. Planning will be starting again later this month. We want all of the folks who were involved before to get involved again and we would also like more folks to jump and help out with preparing for a great event in the spring.

Here's another thought. If you're a member of a civic or church group, remember the open houses the second Saturday of each month. You might want to think about getting you group involved with the work of the foundation. We need volunteers to help with restoration. We need folks to help with fund raising or might know of organizations that would like to support the foundation. 2016 will be a great year to get on board with SCHAF.

If you have something you would like to share please [e-mail](#) me or any of the board members for inclusion in future newsletters. **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

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Happy New Year to everyone from the folks at SCHAF



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