

SCHAF Newsletter for February 2014

Greetings to members and friends of the South Carolina Historic Aviation Foundation. 2013 was a good year and 2014 is shaping up to be an even better one so let's get down to business.

Foundation Happenings-

Wet, rainy weather kept the turnout low at the open house on January 11, 2013 but it was still a great Saturday morning as we welcomed the Cub Scouts of Pack 337 Den 9 from Lake Carolina and Roundtop Elementary Schools to Hamilton/Owens Airport and showed them GF-2, the foundation's historic B-25C Mitchell bomber and talked about South Carolina's aviation heritage and America's heroes who took to the skies during those days when Americans fought for freedom and did their part to make the world a better place. The kids were great and had really interesting questions and Ken Berry did a great job talking with the boys and introducing them to the Palmetto State's aviation history. SCHAF members present were Ken Berry, Ron Skipper and Dave McIntosh.



Also with us at the open house was Ed Colie, who donated an aviation sextant to the foundation and is an expert on navigation. Ed was a pilot and has a large collection of sextants. He previously taught celestial navigation at The Citadel and the U.S. Naval Academy. For our February open house Ed is going to present a program on celestial navigation, should be interesting. Want to find out how they did things in the days before GPS, this will be a good open house to attend.



Ed Colie and Ken Berry



Ed and a sextant (on table)

The SCHAF board met at hangar Y-1 at Hamilton/Owens Airport on Thursday, January 23rd. Members present were SCHAF president Cantzon Foster, board members Ron Shelton, Gary Byrd and Ken Berry and Xen Motsinger and SCHAF members Scott Linaberry, David and Mary McIntosh.

Cantzon reported on the grant proposal submitted to the Wolf Aviation Foundation and said we should hear back from them sometime in April. The board also approved retaining a grant writer who would assist in procuring grants for the foundation.

Plans are being made for an event in June marking the 70th anniversary of D-Day, the Normandy invasion in 1944. Also SCHAF member Rachel Haynie is looking for memories and recollections regarding D-Day. This could be something like you remembering what an older relative told you regarding their memories of D-Day. Her e-mail is haynie.rachel@gmail.com McIntosh.

Historical Notes-

William Jefferson "Buck" Buchanan, Jr., of West Columbia, passed away on Friday, December 27, 2013 at the age of 84 after a short illness. Buck had a distinguished career in the South Carolina Air and Army National Guard. Buchanan joined the 110th Aircraft Control and Warning Squadron which was formed at Congaree Air National Guard Base in Eastover in 1950. That base would later become McEntire Air National Guard Base. The unit was mobilized and then in 1953 after returning from active duty the 110th was disbanded and personnel in the unit were absorbed into the 169th Tactical Fighter Group. Buck was with the unit as a Military Air Technician and he would eventually attain the rank of Chief Master Sergeant. He was instrumental in forming the Air National Guard Federal Credit Union at the base and served on its board of directors and as treasurer. Buck also served as Commander of American Legion Post 79. Thanks to Nelson McLeod for making me aware of Buck's passing.

Retired Major General Thomas Olsen of Sumter passed away at the age of 79 on Sunday, January 5th, 2014. Olsen was former head of the 9th Air Force which is headquartered at Shaw Air Force Base in Sumter. Olsen oversaw Allied air operations during the first Gulf War. Olsen joined the USAF in 1957 after graduating from Texas A&M. Olsen retired from the United States Air Force in 1991 after the Gulf War.

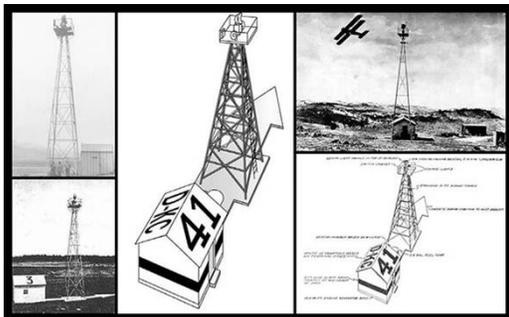


Major General Thomas Olsen

Good Reads- [The Aviators: Eddie Rickenbacker, Jimmy Doolittle, Charles Lindbergh, and the Epic Age of Flight](#) by Winston Groom. While Groom is best known for the being author of *Forrest Gump*, he has penned a number of non-fiction works, such as [1942](#) and [A Storm in Flanders](#), where he uses his story telling skills to bring history alive. In *The Aviators* Groom traces the lives of three men who would have monumental impact on aviation and on America. Rickenbacker, the World War I ace who would play a major role in the development of commercial aviation; Doolittle, the famed air-racer who would develop 100 octane aviation fuel and lead the famous raid on Tokyo n 1942; and Lindbergh, the “long eagle” who flew the Atlantic but would become controversial before the Second World War but during the war would make major contributions to the improvement of American warplanes. Read Groom’s book and be reminded of a time when giants walked among us.

Odds and Ends-

Last month for our trivia question I had some pictures of giant concrete arrows in the ground. No, they weren’t signage or traffic signals for spaceships or anything like that. They are from the Transcontinental Air Mail Route in the 1920’s. In those days there weren’t any reliable aviation charts. Heck, there were barely any charts so pilots had to “eyeball” it using landmarks when flying somewhere. The Postal Service came up with a solution: a series of lighted beacons every ten miles or so with a giant concrete arrow at the base.



There was even a postage stamp honoring the early airmail pilots featuring the beacons.



Here's a link to a page with more information about the beacon and arrow system for the Transcontinental Air Mail Route:

http://www.blm.gov/wo/st/en/res/Education_in_BLM/Learning_Landscapes/For_Kids/History_Mystery/hm4/arrowhead_answers.html .

Congratulations to John Tokaz who was the first to reply with the right answer and recognized the concrete arrows as a navigational aid from the early days of aviation. Also getting the right answer was Linda Skipper. General Stan Hood also e-mailed back with the right answer and added "thank goodness for later LF Ranges, then VOR, then VOR/DME, and finally VORTACS, and of course ILS and all the new NAV systems of today. This is a long way since the mail pilots used a flashlight to see the ground for a landing or crash, and tying a string (with a nail attached to it) directly in front to show the pilot whether he was banking left or right!" Thanks to everyone who wrote back with the correct answer. Alas, no prize for having the right answer; that's something I'll have to work on in the coming months.

A tip of the hat to Charles Baxley in Lugoff for letting me know about this story from the early days of aviation. Charles and Ken Berry both separately sent in this link about a man in Columbia, Missouri who restored a Supermarine Seafire (a naval version of the Spitfire). Great story, thanks for the link guys.

<https://youtube.googleapis.com/v/TneYPcyGbbY%26autoplay=1%26rel=0> .

Here's this month's trivia question. Who was the first person to make a double crossing of the English Channel by air? Here's a hint, he did it in 1910. He was also one of the founders of a famous automobile company that would later go into the manufacture of aircraft engines (there I've given it away). Answer next month.

Here's another video link everyone should find interesting. It's about the F-100 Super Sabre of the Collings Foundation:

https://www.youtube.com/embed/k9s6t1whZp8?feature=player_embedded .

Got an e-mail from Carolyn Donelan, Lead Flight Director for Richland School District One's Challenger Learning Center in Columbia; she has an aviation mystery that needs solving and maybe someone can help. Here's her e-mail:

I have a history mystery that I was hoping you (or some SCHAF members) might be able to assist with.

We received a donation of some cool aviation memorabilia. One of the items (a trophy) is really interesting, but I cannot find any information about in online. I would like to know more about it, because when we put items on display, people ask questions about them...

I've attached a picture of the trophy. The lettering is rather hard to read. This is what it says:

**Holland
Round the World
Flight
1937
Runner-Up Trophy
Awarded To
St. Louis, MO
Flight Group
No. 21**

on the inside of the trophy: Dodge Inc. No. 2501

The base of the trophy is some sort of plastic. The airplane on top feels like it is solid metal; it is rather heavy for its size.

If anyone knows anything about the trophy or the contest it was associated with, could you please let me know?

Thanks so much!

Carolyn

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Here's a picture Carolyn sent along. Anyone know anything?



Quick reminder; if you have missed any of the past newsletters or want to just catch up on an earlier newsletter, remember at SCHAF's website there is now an archive of past e-mail newsletters.

Here's the link: <http://www.schistoricaviation.org/downloads.htm> .

Also check out the multimedia page at the SCHAF website. Recent additions include audio of Col. Dan Rossman's comments during the December open house as well as his conversation with some folks about his experiences during World War II. Also some comments by SCHAF president Cantzon Foster the accomplishments of 2013 in furthering the mission of the South Carolina Historic Aviation Foundation. Here's the link:

<http://www.schistoricaviation.org/multimedia.htm> .

In Closing-

That's it for this month's SCHAF newsletter. As always, 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 would like to contribute a short article or just a few paragraphs on a subject of interest, please feel free to do so. And remember 2014 is a great year to 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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