

SCHAF Newsletter for March 2016-

Reminder: The next SCHAF Open House will take place Saturday, March 12, 2016. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings-

A successful open house at Hamilton-Owens Airport on Saturday, February 13, 2016. Good luck was with us as we had good weather and 15 to 20 people showed up, many of them spending most of the morning talking with SCHAF members and learning more about SCHAF and the many things we have going on. SCHAF members on hand were: Ron Shelton, Scott Linaberry, David Moxley, Ted Podewil, Rachel Haynie, Katherine Cuddy and myself. Ted brought his display of various airborne related items and spend much of the morning speaking with a number folks about paratroopers in World War II. People were able to see that progress continues to be made on the restoration of GF-2.



Ted Podewil again brought a number of airborne related items and talked with people about parachutes and American airborne operations in World War II and the present. Nice touch added by David Moxley, sound effects for the machine guns as well a nice sound effect of the engine's starting up. Also want to mention we received a visit from a nice gentlemen named Bob Pratt who was a ground crewman in the 8th Air Force in England during World War II. Folks enjoyed hearing him talk about working on B-17s.



The board of directors of the South Carolina Historic Aviation Foundation met on Thursday, February 18, 2016 at Hamilton-Owens Airport in Columbia. Board members present were Ken Berry, Ron Shelton, Cantzon Foster, David McIntosh and Xen Motsinger. Mary McIntosh was also present. It was reported that the restoration of GF-2 is going well and continues apace. Also discussion of working with Patriots Point on the restoration of their B-25. There was also discussion of the proposed hangar dance although it was agreed that May 21st might not be the best date since Shaw Air Force Base in Sumter will be holding Shawfest that day. Planning for the event continues and we'll keep you posted in future editions of the newsletter.

My thanks to Katherine Cuddy who caught a mistake in last month's newsletter. I mistakenly referred to the B-25 at Patriot's Point as a "B" model. My bad. It's a "D" model. When you catch a mistake I've made let me know. I'm not too proud. If I've made a mistake I'm more than willing to "fess" up to it.

On the subject of B-25 Mitchells, Ron Shelton has been in communication with the folks at the B-25 History Project. They have done a great deal of work documenting the history of the Mitchell and of individual planes. Here's a link to their home page: <http://b-25history.org/index.htm> . Follow this link and find out more about SCHAF's B-25 GF-2: <http://b-25history.org/aircraft/4113285.htm> . This link deal with the history of the B-25 at Patriot's Point in Charleston: <http://b-25history.org/aircraft/4129784.htm> . This is a great site with lots of information and bios on specific planes. Well, worth a visit.

Historical Notes-

Last year the foundation was fortunate to receive a donation of artwork from the estate of the late Rueben Gambrell, who was a well-known artist in the Palmetto state. During World War II he served in the United States Army Air Forces and the foundation is now in possession of much of his artwork from the South Pacific. In addition to his artwork the collection included a number of photographs. Thought I'd share one of a B-25 in the South Pacific.



Last month I probably opened up a can of worms with my link about the first USAAF crew to complete 25 mission over occupied Europe. Well, you know, I've got a reputation to uphold so this month I'll open up another can of worms with this link regarding who was really the first to fly a powered aircraft: <http://www.aerospaceweb.org/question/history/q0159.shtml> .

Here's an obit from last year from the Daily Telegraph of London about the navigator of an RAF Handley Page Halifax that crashed in Norway during World War II. The important thing is that the plane has been recovered from the fjord where it crashed and restoration efforts are underway. As SCHAF members we need to keep abreast of other restoration efforts. Here's the link for the obit which contains info about restoration efforts for the Halifax: <http://www.telegraph.co.uk/news/obituaries/11839614/Sqn-Ldr-Ian-Hewitt-obituary.html> .

Speaking of restoration efforts of historic aircraft another article from the Daily Telegraph of London regarding the restoration of A Dornier bomber from World War II: <http://www.telegraph.co.uk/history/world-war-two/11655696/Last-Dornier-bomber-being-restored-after-being-hidden-for-over-70-years.html> .

Another item from the Daily Telegraph (it's a great newspaper and their obits are considered true classics in the journalism business) for the man who held the record for number of carrier landings, Eric "Winkle" Brown. Here's the link: [http://www.telegraph.co.uk/news/obituaries/12167611/Captain-Eric-Winkle-Brown-
obituary.html](http://www.telegraph.co.uk/news/obituaries/12167611/Captain-Eric-Winkle-Brown-obituary.html) .

Look, I'm not really a morbid person or anything but again the Telegraph's obits are unique and you find out about some really interesting people who led worthwhile lives. It seems that the medical officer for 617 Squadron, the "Dambusters," also passed away recently. He helped the aircrew overcome airsickness. After the war he performed sterling work in children's health. Here's the story on Dr. Malcolm Arthurton: <http://www.telegraph.co.uk/news/obituaries/12154355/Dr-Malcolm-Arthurton-obituary.html> .

Another restoration story. A group of people want to save and restore the original used by President Dwight Eisenhower. Here's a link to their promotional video: <https://www.youtube.com/embed/ehwvZXVKmPU> . Thanks to Ron and Linda Skipper for sending in. And David Moxley sent in this link about another airplane used by "Ike" during his presidency: <http://airportjournals.com/ikes-aero-commander/> .

A couple of good articles regarding December 7th, 1941. The first one deals with ocean liners that were headed for Hawaii that day: <http://cruiselinehistory.com/december-7th-the-day-that-will-live-in-infamy-america-at-war-and-at-sea-matson-lines-ss-lurline/> . And this one about one of the Americans who fought back that day, George Welch: <https://www.warhistoryonline.com/war-articles/george-welch-one-of-the-few-pilots-that-fought-back-during-pearl-harbor.html> .

A video of a World War II training film on how to evade flak. An interesting bit from an earlier time: https://www.youtube.com/watch?v=qP_-WUMi-nw .

Something from Tails Through Time, an aviation blog that is always worth visiting; this piece deals with the birth of commercial aviation on the Indian sub-continent: <http://www.tailsthroughtime.com/2012/07/birth-of-indian-commercial-aviation-and.html> .

An article from last year on the War History Online website: 20 Facts About the Boeing B-17: <https://www.warhistoryonline.com/military-vehicle-news/the-b-17-has-turned-80.html> .

Thirty years ago an outstanding South Carolinian, Dr. Ronald McNair, lost his life when the space shuttle Challenger exploded shortly after launch. The South Carolina State Museum has a nice piece about McNair's accomplishments and his place in history: <http://scmuseum.org/2016/01/27/dr-ronald-e-mcnair-eyes-on-the-stars/> .

Good Reads-

I've already mentioned this month's good read in an earlier newsletter. Daniel Ford's [***Flying Tigers: Claire Chennault and His American Volunteers, 1941-1942***](#) . First written in the 1990s, the revised edition includes new information about the AVG. He doesn't gloss over some of the warts of Chennault and the men who flew the shark-teethed P-40s but at the same time he admires this historic band of aviators who gave the Japanese all they could handle in the early and dark days of America's involvement in World War II. Reading about the conditions under which they had to live and fight only makes the story of the Flying Tigers even more amazing and inspirational. Ford also has an aviation and history blog called The Warbirds Forum that is worth a visit. Just follow this link: <http://www.warbirdforum.com> .

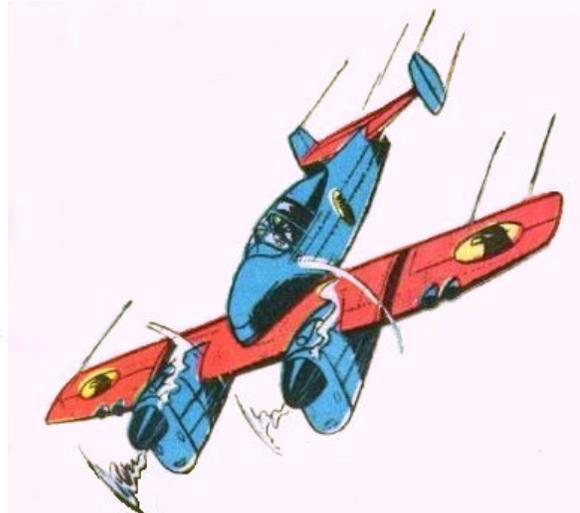
Odds and Ends-

For last month's trivia question we were looking for the name of an airline. We wanted to know which airline you were flying when you flew "The Route of the Aristocrats?" The answer is Southern Airways. After World War II Southern would bring airline service to many smaller communities in the southeast. They flew DC-3s, Martin 404s and later DC-9s. Congratulations go out to Fred Knudsen, Katherine Cuddy, Christina Knauss and John Tokaz for coming with the right answer. I had mentioned that Southern (along with Piedmont) flew

Martin 404s. In the mid-60s I traveled from Atlanta to Biloxi on a Southern 404. Interesting plane. Fred Knudsen mentioned that his father flew the 404s predecessor the 202 for Northwest Orient and spoke fondly of the aircraft. John Tokaz mentioned that when he was working for The Flying Tiger Line he flew Southern from Columbia to Memphis then on to Chicago.

Southern Airways was founded by Frank Hulse III in 1929. Some sources say he was a native of Augusta, Georgia and other sources say he was a native of North August, S.C. Here's another South Carolina connection. Before and during World War II Hulse operated a number of flying schools around the southeast including the Southern Aviation School at Woodward Field in Camden. During the war British and American pilots trained at Woodward Field. Among the pilots who passed through Camden was Robert K. Morgan, pilot of the *Memphis Belle*. Here are a couple of links about Frank Hulse: <http://www.gaaviationhalloffame.com/Hall-of-Fame.48.0.html?avid=55> and <http://www.nytimes.com/1992/09/06/obituaries/frank-w-hulse-79-founder-of-an-airline.html> . By the way, recently finished Robert Morgan's autobiography. Will have a review in a future newsletter. Needless to say, he was quite a character.

Now for this month's trivia question; this time we're looking for an airplane. A bit of background. When I was a kid one of the comics I enjoyed was *Blackhawk*, which involved the adventures of a band of daring aviators. Over the years they would fly a number of different airplanes but when they first started fighting the enemies of freedom in the 1940s they flew a slightly odd looking twin engine fighter. Pictures are below. It's based on a real plane. Anyone know the name of this plane? Answer next month.



If you're like many people you've already seen *Star Wars: The Force Awakens*, maybe more than once. Here's an interesting tidbit, the cockpit of Han Solo's ship the Millennium Falcon was inspired by the cockpit of the B-29 Superfortress. Find out more: <http://theaviationist.com/2015/12/15/millennium-falcon-b-29-cockpit/> . Oh, and speaking of the B-29, another article about the "superfort": <http://www.businessinsider.com/photos-of-the-b-29-superfortress-2015-9> . Since we're on the subject of B-29s, another article about one found at the bottom of a lake in Nevada: <http://www.businessinsider.com/massive-world-war-ii-bomber-at-the-bottom-of-lake-mead-nevada-2015-7> .

I know some of our members are former members of the United States Air Force and I know of at least one member who served in the Air Mobility Command. This article is for him. It's about the loyal old workhorse the C-130 Hercules. He once told me "give me a pallet and a Hercules and I'll get your cargo anywhere on the planet." Well to all of you cargo guys this one's for you: <http://www.businessinsider.com/inside-c-130-cargo-plane-2014-9> .

Later this month our friends at Patriots Point in Charleston will be holding a free symposium about nurses who served overseas in times of war. They are looking for nurse who served as well photographs and information

about the valuable contributions of nurses. Here's the link if you want to know more:

http://www.patriotspoint.org/news_events/nurses-who-served-overseas-during-wartime-needed-for-patriots-point-symposium/ . Thanks to Katherine Cuddy for making for passing along.

Here's a bit of news that Ron Shelton passed along. Seems that Lockheed Martin has selected Greenville, S.C. as the FACO or Final Assembly and Check Out site for the T-50A which is their candidate in the United States Air Force's Advanced Pilot Training competition. Here's a link to the news story:

<http://www.lockheedmartin.com/us/news/press-releases/2016/february/greenville-sc-FACO-t-50-site.html> .

Another bit of news from the past month, the 100th Boeing 787 Dreamliner built in South Carolina was delivered to American Airlines. Here's the story:

<http://airwaysnews.com/blog/2016/02/16/100th-787-american-airlines/> .

This month a couple of good articles about aircraft carriers. First off, did you know that the Nazis were building an aircraft carrier before World War II. It never was never completed and turned out to be a huge waste of resources by the Kriegsmarine. Want to find out more about the Graf Zeppelin, the aircraft carrier the Germans never finished, here's the link: <https://www.warhistoryonline.com/war-articles/graf-zeppelin-aircraft-carrier.html> . Ever wondered about the different types of aircraft carriers and their varying missions, here is an article that goes into detail: <http://www.businessinsider.com/these-graphics-show-the-crucial-differences-between-the-worlds-3-types-of-aircraft-carriers-2015-12> .

As many of you may have noticed I like to include aviation related advertisements from an earlier era. One below is for Sikorsky helicopters. Now here's the interesting thing, it refers to helicopters being used by United Airlines. Must be from the later 40's or early 50's. I never realized that United once flew helicopters. Anyone have further information about United running a helicopter service.

**First
AIRLINE HELICOPTER**

To a long list of pioneering achievements the Sikorsky HO-4S helicopter (your table within it has been selected as the first helicopter to enter the service of a regularly scheduled airline.

Sikorsky HO-4S has produced a Sikorsky HO-4S in utilization of the use of helicopters on scheduled routes leading into two airports along its "Route One" system. In its forward-looking program, the great service utilization the helicopter in helping to extend air mail, cargo and passenger service to many communities now without direct air transportation.

Sikorsky helicopters have repeatedly proved their ability to do jobs that are impossible for any other form of transportation. Many business concerns with foresight and imagination are completing the new transportation task. Sikorsky Aircraft will be glad to supply interested businessmen with pertinent information concerning the HO-4S helicopter.

SIKORSKY AIRCRAFT
BRIDGEPORT, CONNECTICUT
ONE OF THE FOUR DIVISIONS OF UNITED AIRCRAFT CORPORATION

A delightful video on YouTube of a four year Canadian girl experiencing her first aerobatic flight: <https://www.youtube.com/watch?v=pSWDW18ygaw> . How much you want to bet that she'll be getting her pilot's license when she gets older.

Something else in the video realm, the top ten viral aviation videos from 2015. Enjoy: <http://www.flyingmag.com/top-10-viral-aviation-videos-2015> .

And finally, ever wondered where old airplanes go to die. You know, sort the winged equivalent of the old elephant's graveyard. Well, here's the answer: <http://www.businessinsider.com/the-victorville-california-airplane-boneyard-2015-4?op=1> .

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.

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

Dave McIntosh (dmcintosh1@sc.rr.com)

South Carolina Historic Aviation Foundation 803 731 3254

www.schistoricaviation.org

3100 Devine St, Columbia, SC 29205



JOIN TODAY

DONATE NOW