



SCHAF Newsletter March 2018-

**Reminder: The next SCHAF Open House will take place Saturday, March 17, 2018. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport. This will be the third Saturday of this month.**

## Foundation Happenings-

Greetings to all members and friends of the South Carolina Historic Aviation Foundation. February has been another active month. No need to mince words, things have been happening. Read on and come up to speed on how much SCHAF is doing.



*Gunzenhauser family*



*Bruce Cotner and John Chamberlain with guests*

SCHAF's monthly open house took place on Saturday, February 10, 2018 and it was a big success. Had a number of interested people turn to learn more about the work of the foundation but even more important was a great turnout by SCHAF members who spend a great morning engaging in fellowship, talking about aviation and ways of furthering the mission of SCHAF. It was really a great open house as everyone talked aviation and other things. SCHAF members in attendance were: Ron Shelton, David McIntosh, Ron Skipper, Katherine Cuddy,, Mary McIntosh, John Chamberlain, Marvin Williams, Edwin Scott, Emerson Smith, Bruce Cotner, Phil Leventis and Graham Gilstrap. A special shout out goes to Lynn Gunzenhauser and her family/ Lynn is the daughter of the late Col. Dan Rossman, who was the left seat student pilot of GF-2 the day she was forced to ditch in Lake Greenwood on June 6, 1944. Dan was an enthusiastic supporter of SCHAF and an early member. His memory still live among members of the South Carolina Historic Aviation Foundation and he is still missed. His humor and good nature was also an inspiration. Also want to mention that another of our visitors during the open house was Fritz Hamer with the [Confederate Relic Room and Military Museum](#). Fritz, it was great to see you. Fritz, by the way, is an expert in World War I aviation and maybe we can persuade him to present a program on aviation in the Great War.

The board of directors of the South Carolina Historic Aviation Foundation meet on Saturday, February 10, 2018 at Hamilton-Owens Airport. Board member present were: Ron Shelton, Katherine Cuddy, David McIntosh and Ron Skipper. Members present were Mary McIntosh, and John Chamberlain. It was reported that the restoration of GF-2 is progressing well and that the next steps involve cleaning up the navigators/radioman section and working on the cowling flaps on the engine nacelles. There was also discussion on the SCHAF team going to Canada in March to transport the Yale trainer to South Carolina.

In early February SCHAF members Bruce Cotner, Gary Byard and Anna Amick with some others traveled to Savannah [National Museum of the Mighty Eighth Air Force](#) to show five temporary displays and present a program on how a briefing for a World War II bombing mission would have been conducted. Bruce says that to his knowledge it's the first time an outside group has been invited to display and present a program there. Bruce says that it went very well and that SCHAF made a good impression on the folks in Savannah,

The second weekend this month a group from SCHAF will be headed up to Hamilton, Ontario, Canada to pick up the North American Yale trainer that our friends at the [Canadian Warplane Heritage Museum](#) have so graciously decided to put on permanent loan to SCHAF. SCHAF members making the trip are Ken Berry, Cantzon Foster, Niall McLaughlin, Katherine Cuddy, Ron Skipper and David Moxley as well as Niall's son Pierce. Thanks go out to the folks at CWHM who over the years have been enthusiastic and loyal supporters of SCHAF. The Canadians are good folks. Again, thanks.

It is with great sadness that we pass along the news that long time SCHAF member Bill Hamson passed away recently. Bill was present at a number of SCHAF events including the 70<sup>th</sup> anniversary remembrance of Columbia Army Air Base. SCHAF member Rachel Haynie provided this tribute of Bill.

**Decluttering is way over-rated – if you care about history. Out with the old, housekeeping magazines often advocate. History begs: “Not so fast.”**

**Fortunately for the legacy of aviation in and around the midlands, the late Bill Hamson hung onto a treasure trove of photographs he took while assigned to Columbia Army Air Base (CAAB) during WWII.**

**Local history is richer for it.**

**He often carried a well-ordered notebook around with him, yellowing plastic sleeves filled with still-sharp 8 ½ x 11 hard-copies of compositions that caught his keen eye on base, whether he was on or off-duty.**

**Having the notebook tucked under his long arm enabled him to offer anyone interested a chance to flip through pictures he had taken when he was stationed here in the 1940s and get a quick lesson in local aviation history.**

**Hamson had become interested in photography as a high school student in his native Boston and, following graduation and senior-year work on his school's yearbook, began studying the visual medium at Boston School of Graphic Design until, at age 18, he joined the US Army Air Corp (AAC).**

**His background and skill set got him assigned as a Gunnery Training Photographer when he was sent to the Lexington County base.**

**In his 80<sup>th</sup> decade, Hamson did two valuable things with his notebook.**

**He donated the entire collection to Richland Library's Walker Local History Room whose manager, Deborah Bloom, transferred into a digital collection providing access to researchers and posterity.**

**Bloom, Manager of Walker Local History Room: said: “Richland Library is, of course, honored to be not only the home of the photography collection, but also as a tribute site to Bill and his service during WWII.” She added, “Because he never went overseas, Bill Hamson often minimized his WWII service; however, his photographs of CAAB, taken as a staff photographer, remain as one of the few remnants of the airbase.”**

**Especially because the base closed soon after WWII ended, after which the site reverted to commercial use, now serving as Columbia Metropolitan Airport, Hamson's images often are the only extant visual record of buildings, structures, vehicles, and personnel that characterized the base, as well as ceremonial events that took place on this former family farmland and in the capital city.**

**Hamson also allowed this author to include his vintage images as illustrations for “Cornfield to Airfield: A History of Columbia Army Air Base.”**

**Training was the goal of many of Hamson's shooting assignments – both in-air and on ground. Innovation that was cutting edge when he snapped his shutter experienced many improvisations over years of military progress.**

He also was assigned to cover military involvement in the community, such as parades and reviews.

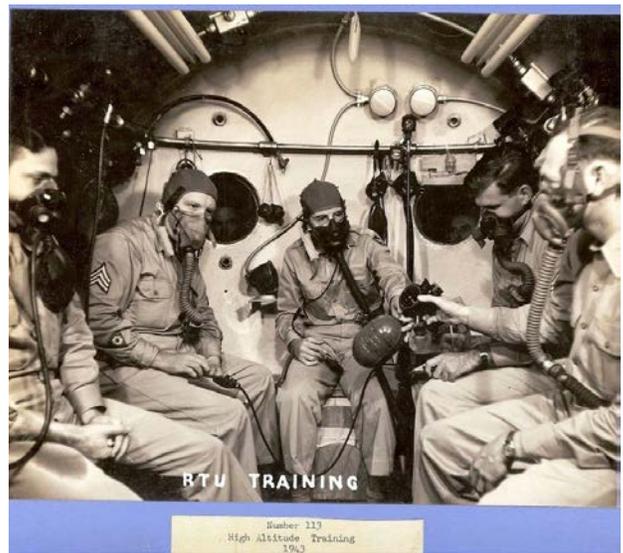
Being sent off-base for such assignments introduced him to the Capital City, which he chose to make his home for the remainder of his years, becoming a leader in the business community and his church, in his later years Mt. Tabor Lutheran Church in West Columbia.

He met, fell in love with and married a local teacher, Ann Elinor Awrey, who survives him. They shared 73 years of marriage.

William Arthur Hamson, passed away on February 16, 2018 at age 97, In addition to his wife, Mary, he is survived by daughters Carol Whittaker (Don) of West Columbia; Virginia Hamson, of Lexington; Marilyn Bellmann (Charlie) of Charlotte, NC, and Barbara Kinney (Steven) of Duncan, SC; and son, David (Nancy) of Eutawville, SC; 11 grandchildren, 23 great-grandchildren, and five great-great grandchildren. He is also survived by his nephew, Arthur Worryingham of Denmark, Maine.



*William Hamson*



*Training at Columbia Army Air Base*

## Historical Notes-

Given that March is Women's History Month I thought I'd share this piece about an amazing aviatrix from an earlier age: <https://airscapemag.com/2017/08/24/significant-other/> . And here's something about six magnificent women in their flying machines: <http://mentalfloss.com/article/64191/6-more-magnificent-women-their-flying-machines> . Here's one more article about a pioneering woman in aviation: <http://theflightblog.com/blanche-stuart-scott/> .

We all know of Chesley Sullenburger and the "miracle on the Hudson" in 2009 but did you know about the Pan Am Flight in the 1950s that ditched that was forced to ditch in the Pacific without loss of life? Here's the story: <http://www.avgeekery.com/pan-am-flight-6-safely-ditched-in-the-open-ocean-53-years-before-sully-ditched-on-the-hudson/> .

A piece from the Shortfinals blog about the F3D Skyknight, the U.S. Navy's night fighter during the Korean War: <https://shortfinals.wordpress.com/2011/04/01/star-light-skyknight-first-star-i-see-tonight-douglas-f3d-skyknight/> . Speaking of the Korean War, here's a posting about the legendary "Mig-killer," the North American F-86 Sabre: <https://shortfinals.wordpress.com/2011/03/05/mig-killer-north-american-f-86-sabre/> .

Seems he was a bit of a wild man in the skies. The story of the daredevil pilot known as the "Mad Major": <http://www.mirror.co.uk/news/uk-news/amazing-escapades-ww1-daredevil-pilot-10357917> .

Since March is Women's History Month it is only fitting to feature a link about a notable aviatrix: <http://theflightblog.com/pilot-profile-katherine-stinson/> . Here's something about the first female pilot in Britain: <http://theflightblog.com/hilda-hewlett/> . Another for Women's History Month, this dealing with the uniforms worn by the WASP during World War II: [http://wingsacrossamerica.us/wasp/gallery/wasp\\_uniforms.htm](http://wingsacrossamerica.us/wasp/gallery/wasp_uniforms.htm) . One more item on women in aviation: <http://avstop.com/history/womenpilots/index.html> .

A video about airliner travel in the 1960s: <https://www.youtube.com/watch?v=QaXZ8Nisyjo> .

Another video dealing with the Battle of Britain dealing with British and German losses: <http://worldwarwings.com/aircraft-loses-battle-britain-just-staggering-stats-explained/> .

Last month I mentioned Jill Hendrix, the owner of [Fiction Addiction](#) bookshop in Greenville. They're great folks and Jill says she will make an effort to stock books recommend in the SCHAF newsletter as well as help members and friends of SCHAF track down books on aviation and military history. Jill also has an interesting story about her late father-in-law, Hubert Hendrix. Here's what Jill shared with me.

Hubert Hendrix, The Last Shot

A little before turning 18 years old, in March, 1943, Hubert Hendrix enlisted in the U.S. Army Air Corps. He wanted to be a pilot and thought if he was drafted after turning 18 he would not be able to choose the military branch he wanted. So, Hubert and a friend drove to Camp Croft in Spartanburg, South Carolina to enlist. The Army needed pilots, so they took Hubert right away. (This was about 2 months before he would have graduated from Woodruff High School. After the war he was awarded his diploma, since it was determined his entrance test for the Air Corps was equivalent to a college entrance exam.) He was trained to fly P-51, Mustangs, and sent to fight in the Pacific Theater. Hubert participated in the last attack mission flown by the allies in WWII, and is believed to have fired the last shot of the war. The following is an account of the last mission from:

*The Last of a Breed* by Errol D. Severe-

...When they (Japan) still refused to unconditionally surrender, the war was resumed. On the morning of August 14, 1945, the 341st, was ordered to attack the ships in the bay at Kyushu. The usual sixteen aircraft were launched; however, this time they were told not to bomb any land targets, not to strafe anything inland. The flight took about two hours to reach the area. The day was clear, with just a few cumulus clouds a few miles out to sea. They were at 11,000'. Lt. Joe Ozier was the leader, with Lt. Hubert Hendrix on his wing. Lt. J. J. Brady was number three, and Lt. Duane Kuhlman was number four; all were in the first flight. Upon reaching the target, Lt. Ozier peeled off and was followed by the rest of the squadron; all going into an in-tail formation for the bomb run. They each carried one 500 lb. bomb and an auxiliary drop tank. They were to fly on the drop tank until the engine quit, and then change over to the main internal tanks. This would insure maximum utilization of the fuel, as there was no gauge on the drop tank. Screaming down at better than 400 kts., Lt. Ozier found a ship, lined up on it, and then pressed the bomb release. Nothing happened. He was going so fast that was past the target in a heartbeat. Lt. Hendrix, in trail right behind him, saw Lead pull up, so he lined the target up and pressed his bomb release. He knew the bomb had released as he could feel the aircraft pop up when the 500 lbs. left the wing. Climbing back to altitude, the entire squadron formed up in echelon, which consisted of four flights of four. Lt. Ozier suspected that his bomb had not released, and one of his flight mates confirmed it. He then told the squadron to orbit while he and his flight-of-four aircraft dove down, and tried to unload his bomb. They peeled off again, but as Lt. Hendrix banked hard left, and pushed the nose over, his engine suddenly quit. He had forgotten to change over from his drop tank. The number three and four men screamed past him as he rapidly decelerated. It took him several seconds to get the tankswitched and the engine restarted. Fire-walling the throttle, he dove down to catch the other three aircraft; he was now in the number four position. Flying low over the water, Ozier's bomb finally came off, making a large splash, and I'm sure, killing a lot of fish. He then started to strafe the beach. This was completely against their orders, but since they were all young hot-shots, and it seemed like a good idea at the time, the other three followed suit. Meanwhile Lt. Calvin Fortman, made his attack. According to the flight-duty roster posted that day, he was supposed to be the number sixteen, or last man in the squadron. Herein lies a mystery. The official records say that Lt. Fortman, the last man in the formation, was the last man to drop a bomb in WWII. However, according to Calvin Fortman, whom I had the pleasure of talking with, he was the number six man, not the sixteenth. He claims that he is considered to be the last man to drop a bomb in the war, as his bomb also hung up on his first pass, and he had to go back again to get it to release. In fact, he said that he was leveled off, at a speed over 400 kts. when it finally did let go, causing it to strike the island. However, according to Lt. Hendrix, Lt. Ozier was the last man to drop a bomb in WWII when his bomb dropped on his second pass. Lt. Hendrix was probably the last man to fire his guns in WWII, as he was strafing the beach, and was the last man in the first flight. Lt. Don Little, sure that he had missed with his bomb, made another pass and jettisoned his drop tank. He saw it hit square on the deck of a Jap freighter, and bounce into the ocean. He was certainly the last man to bomb a ship with his drop tank. On the way back to Ie Shime, perhaps a half hour or so after the attack, they heard a second squadron from the 348th (enroute to attack another target in Japan) ordered to return to base. The war was over.

No one will ever know for sure who really did drop the last bomb. I personally talked to four of the men who were there, and parts of the story were remembered differently by each man. They all did agree on one thing, that this was indeed the very last attack mission flown by the allies in WWII. Well almost all agree – one of the men asked me if I was sure it was really the last.



*Hubert Hendrix*

### **Good Reads-**

This month's good read is a book I first ran across when I was young was lucky to run across in a discount book catalog. [The Hurricane Story](#) by Paul Gallico is the story of Sir Sidney Camm's magnificent fighter plane which helped win the Battle of Britain. Gallico is best known for the [Poseidon Adventure](#) and [The Snow Goose](#). He was also a famous sports writer. This book is almost a love letter to the Hurricane; to Gallico it was the greatest plane around, Features lots of great photographs. It's quick read. You'll finish it in an evening and enjoy not only Gallico's engaging style of writing but also the many interesting things you'll find out about the Hurricane. I'm glad I found it again.

### **Odds and Ends-**

Last month for our trivia question we were looking for a famous pilot from the 1930s. He was a three time winner of the [Thompson Trophy](#) and was none as quite the dashing figure who had a taste for custom made, military style suits; what the rock band Z.Z. Top would call a sharp dressed man. He also had a lion for a pet. The comic strip [Smilin' Jack](#) was based on him. We're talking of none other than Roscoe Turner, who personified the public's image of a daring aviator. Want to know more about this fascinating individual: [https://en.wikipedia.org/wiki/Roscoe\\_Turner](https://en.wikipedia.org/wiki/Roscoe_Turner). Some other links about Roscoe Turner: <http://airportjournals.com/roscoe-the-lionhearted/> and <http://theflightblog.com/roscoe-turner-gilmore-the-flyin-lion/> and <https://oldmachinepress.com/2015/06/28/air-racing-was-like-this-by-roscoe-turner/>.



A number of people come up with the right answer this month. Congratulations go out to Bill Rouw, Henry Kyle, John Tokaz, Graham Gilstrap, Terri Tokaz, Anna Amick, Clair DeLune and Franklin Hall.

For this month's trivia question we are again looking for a person. We're all familiar with TIME Magazine and their person of the year or what used to be called the man of the year. Now here's what I'd like to know; who was TIME's first man of the year. A couple of hints; the year was 1928 and the man was an aviator. Who was it? Find out next month.

Here's something that will be taking place in Camden in May; The Wall That Heals, a replica of the Viet Nam Memorial In Washington, D.C. Kudos go out the American Legion Post 17 in Camden for working bring it in. This will be the only visit of The Wall That Heals in the Palmetto State. More here:

<http://www.kool1027.com/?p=10266> .

You might have missed this from last summer, two B-29s in the air together:

<http://aerodynamicmedia.com/b-29s-fifi-and-doc-return-to-the-air-for-formation-flight-video/#more-14197> .

Some people call it the best airliner Boeing has ever built, the 777. Want to find out more about the long-haul workhouse? Find out here: <http://www.businessinsider.com/boeing-777-history-2017-6> .

Must be a great flight. The new luxury first class on Singapore Airlines where a one way tickets carries a price tag of £9500: <http://www.mirror.co.uk/news/uk-news/see-inside-singapore-airlines-luxury-11705766> .

I had mentioned this last month but it's worth mentioning again. This comes from Carolyn Donelan, director of the Challenger Learning Center in Richland School District One. This summer they will be holding a number of programs geared toward getting young people interested in aviation and rocketry. Some of the programs include the astronaut academy, rocket fundamentals, an introduction to aviation, and an introduction to drones. The summer programs are open to young people from around the midlands. If you know of a young person who would be interested they can call (803) 929-3951 or e-mail [Challenger@richlandone.org](mailto:Challenger@richlandone.org) to find out more. Their website is [www.thechallengercenter.net](http://www.thechallengercenter.net) .

## 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. **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.](#)** The success of the South Carolina Historic Aviation Foundation depends on the support and involvement of its membership. There are any number of ways to become involved.

Again, as I do every month I'm putting out the call for folks to get involved with SCHAF. Things are happening. The pace is picking up. Don't be left behind. Jump and become an active participant In SCHAF now. You know how to get in touch. Do it.

Until next month

Dave McIntosh ( [dmcintoshone@att.net](mailto:dmcintoshone@att.net) )

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