



SCHAF Newsletter for April 2016-

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

Foundation Happenings-

We start off this month with a small change as far as keeping in touch. One of the great things about doing the newsletter and being part of SCHAF is the support we get from the membership. This newsletter wouldn't be possible without the help of the members and readers. The reason I bring this up is that **in the last month I've changed my e-mail address. It is now dmcintoshone@att.net** . So everyone if you want to stay in touch please change your address books accordingly.

First we would like to extend our sympathies to Richard Hill and his family. Richard's wife Suzanna passed away in March after a battle with cancer. Our thoughts and prayers go out to Richard and his family.

A successful March open house with a number of visitors who dropped by to visit and learn more about SCHAF's efforts at preserving the Palmetto State's aviation history. SCHAF members on hand included: Ken Berry, Ron Shelton, David Moxley, Katherine Cuddy, Ron Skipper, Ed Sylvester, Niall McLaughlin, Mary McIntosh and myself. Had a nice group of folks from McGregor Presbyterian Church in Irmo come by and visit. They had visited last year and brought more young people to see GF-2. They seemed to enjoy it. Niall also brought in a World War II encryption machine used by the Allies-an M209A- and explained its operation. A big hello to Alton Blankes who also paid a visit.



McGregor group



More visitors



Niall and encryption machine

The Board of Directors of the South Carolina Historic Aviation Foundation met on Thursday, March 17, 2016 at Hamilton-Owens Airport in Columbia. Present were Ken Berry, Ron Shelton, Scott Linaberry, Ron Skipper, Richard Hill, Xen Motsinger and myself. It was reported that the restoration of GF-2 is going well and it was decided to order Plexiglas for the nose section. Ken Berry and Scott Linaberry will handle the details. Also decided to get a socket to mount replica machine gun in the nose. Also discussion about planning for work on tail section.

It was decided to hold off the hangar dance until this fall since we are headed toward warmer weather and it was agreed that it would be best to hold dance when temperatures are more pleasant. Discussion and planning for the hangar will get back underway when a final date is determined.

It was pointed out that there is a big need for more people to get involved as volunteers in the restoration of GF-2. Currently there are four or so people working on the project on a regular basis and more are needed if we want to continue the progress of the last year. You don't have to be an expert with tools or working on an

airplane, just a willingness to work and a desire to learn. Please, get involved. We need more people taking part. Step up, this is important.

One of the things that makes this newsletter and SCHAF such a vital organization is the fact that members step up and contribute. Below is one of those contributions.

Here's something I need to mention, the June/July edition of Military History magazine will feature an article on the Lake Greenwood B-25, in other words GF-2. This is a good magazine that I've purchased many times in the past. Head by your local bookseller or bookstore and pick up a copy. Again, this remainder, They're supporting us so you need to support them.

One of the things we depend on here at the SCHAF newsletter is support from members. Below an article from John Tokaz, who has been a loyal supporter of SCHAF over the years.

Article written and submitted by John Tokaz, SCHAF member and son of Colonel & Mrs Adolph E. Tokaz

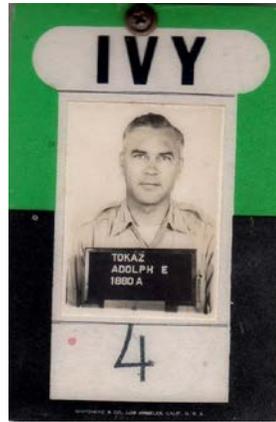
The South Carolina Historic Aviation Foundation is proud to announce the donation of an historic USAF pilot's parachute type B-10 from the family of Colonel and Mrs. Adolph E. Tokaz (deceased) of Columbia, SC. This parachute was worn by Colonel Tokaz while flying a C-47 aircraft during the first detonation of a hydrogen bomb in the Marshall Islands on November 1, 1952 as a member of the secret project Operation Ivy. Cantzon Foster former president of the SCHAF, accepted the donation on behalf of the foundation with John Tokaz (son) and Terri Tokaz (daughter) representing the family.



The parachute is similar to the B-10 model depicted in the photo with the 24 foot back pack with bang box release. The parachute was made by the Cole of California Company in Los Angeles in 1945. It was issued to the Ogden Air Material Area in Ogden, Utah in 1949 and drawn from inventory in 1950 by Base Supply at Great Falls Air Force Base, Montana. According to the enclosed parachute record, most of the usage occurred during the Korean War. So there is a possibility that it was also used in combat during the war. Colonel Tokaz's unit must have obtained the parachute through the Air Force surplus supply system. On his return from Operation Ivy, he flew to Great Falls AFB and returned the parachute to the Base Equipment Management Office (BEMO). He then purchased it from the Air Force Surplus Sales Store of BEMO. It was officially declared unserviceable, condemned and for sale. He now owned his

historic parachute and stored it in an attic recess of his wife's parents house in Saluda, SC for over 60 years.

Colonel "Tik" Tokaz and his wife Fran were residents of the Columbia area for over 44 years. He flew to Columbia on TDY in early 1940 in an O-47 aircraft from Langley Field, Virginia. He provided air reconnaissance to the staff of General Simon Bolivar Buckner during the Camp Jackson Maneuvers flying out of Owens Field. In 1942 he returned and stood up the 340th Bomb Group at Columbia Army Air Base. In 1943-1944, he was its Commander flying 33 combat missions. He returned to the base in July 1944 as Director of Training & Operations and was the last Base Commander when it closed in 1945. He moved to Shaw Field and was transferred to the Occupation Forces, Japan in 1947 at Yokota AFB and assigned later to the Air Staff of General MacArthur's Headquarters in Tokyo.



Colonel Adolph E. Tokaz in his office of Test Support Unit 132.4.1 on Kwajalein Island

Joint Task Force 132 of Operation Ivy in 1952 was under the command of Major General Percy Clarkson (US Army). Colonel Tokaz was the commander of Test Support Unit 132.4.1. The USAF parent organization was the 4930th Test Support Group, Air Weapons Test Center, Kirtland AFB, NM commanded also by Colonel Tokaz. The unit planned all the preparations for equipment and personnel for its deployment to the Pacific. So he effectively wore "dual hats" as commander of each Air Force unit. The 4930th was a provisional unit that had little of its own resources and equipment. It was a staging area for participation in Operation Ivy. So the equipment had to be drawn from air bases throughout the Air Force in the months leading to the hydrogen bomb test. Before the deployment the group participated in Operation Texan, a dress rehearsal at the atomic test site near Indian Springs, Nevada. Then on June 30, 1952, the group deployed to the Pacific Proving Grounds, Marshall Islands to participate in Operation Ivy, codename Mike.

Colonel Tokaz's reporting officer was Lt General Frederic Glantzberg Commanding General of the Air Force Task Force contingent of about 2500 personnel. Colonel Tokaz's Test Support Unit included 250 officers and 650 enlisted personnel. The aircraft assigned to the test support unit included C-47 (4), B-17 (1), H-19 (2), L-13 (15), and H-13 (3-Army) and B-25 (1). Contingents from the Army, Navy, Coast Guard, Marines, Atomic Energy Commission, contractors etc. were there with 11,650 personnel dispersed over many islands. Below is a photograph of General Glantzberg in his B-25 with the Operation Ivy emblem on the side. The general flew the plane from Mitchel Field, NY to the Marshall Islands. The B-25 was for administrative use and enabled pilots to meet their monthly flying hours to retain their flight status rating during



the hydrogen bomb test. In WWII Colonel Glantzberg on his 50th mission lead all the B-24 bomb groups of the 15th Air Force on the historic Ploesti Raid. His B-24 had an engine shot out and two on fire and he still flew the plane and crew home safely. That raid in Air Force history is only eclipsed by the Doolittle Raid. The C-47 (below) may be the actual aircraft that Colonel Tokaz flew during the first hydrogen bomb explosion. Only two C-47s flew that day. After the test, personnel departed the next day for the CONUS except for a contingent that stayed behind for the second detonation of Ivy-King.



Some of the personnel have already strapped on their parachutes awaiting departure while other parachutes are on the ground for the other airmen who have not yet arrived on the flight line. With his sense of history, no doubt he assigned his historic C-47 aircraft to fly them home and the photographer took a picture of his test support team when it was waiting to depart Kwajalein Naval Air Station. He enjoyed the flight home as a passenger by assigning other pilots to fly the plane. Official Air Force records indicate his C-47 flight crew had no radiation exposure (roentgens) detected by the radiation team before their departure. The hydrogen detonation was reported in the New York Herald Tribune on April 2, 1954. The US hydrogen bomb test had been kept secret. A news release by the Soviets of their hydrogen bomb test may have prompted the worldwide news release by US government officials of their hydrogen bomb test. The USAF photograph was taken from a C-47 aircraft piloted by Colonel Tokaz. He flew at 12,000 feet and 50 miles upwind of the

detonation point. His C-47 aircraft call sign that day was Saltshaker One. The flight crew wore protective lead-glass



cloth shrouds and bulky goggles impairing the crew's peripheral vision. When Colonel Tokaz first saw the New York Herald Tribune, he instantly recognized the photo taken from his C-47 aircraft. He told all of the family about his participation in the hydrogen bomb test and said it was taken from the aircraft he flew that historic day. He was back at Mitchel Field, NY and it was the first time he had ever told anyone of his involvement in a hydrogen bomb test because of the secrecy

maintained by the US government. He returned to Columbia in 1961 after retiring with 24 years of service in the United States Air Force.

Historical Notes-

When you think of stealth aircraft you first think of Lockheed and their Skunk Works which developed the F-117 as well as Northrop Grumman and their B-2 bomber. You don't think of Boeing but it appears that in the early 60s Boeing was working on what could be thought of as a "proto-stealth airplane. Here's an article on Boeing's "quiet bird" project: <http://foxtrotalpha.jalopnik.com/never-seen-photos-of-boeings-1960s-stealth-jet-concept-1732308296> .

Speaking of Boeing here's a piece about a special B-17, the "5 Grand" : <http://www.tailsthroughtime.com/2010/06/to-boost-morale-on-home-front-during.html> .

A good page at the Smithsonian Air and Space Museum's site about woman in aviation and space history: <http://airandspace.si.edu/explore-and-learn/topics/women-in-aviation/> .

On the ground there was a cease fire and it appeared that World War II was coming to an end. In the skies over Japan pilots of the U.S. Navy and the Royal Navy Fleet Air Arm found themselves still in combat with Japanese pilots. Read about Fire in the Skies, Ceasefire on the Ground: <http://www.historynet.com/the-battle-that-spanned-war-and-peace.htm> .

Good Reads-

Here's a great read about one of the unknown missions of the United States Army Air Forces during World War II. The book is [The Forgotten 500 by Gregory A. Freeman](#). Now, imagine this: American and also British pilots have been carrying out missions over Eastern Europe. They've been shot down over the Balkans. They've escaped capture by the Nazis but have been rescued by friendly resistance forces. But they are trapped because there is no easy, clean way of getting them out. What do you do? Well. The answer is you call in some flyers from army air corps who are ready to attempt the impossible. Some cowboys, if you will. Great read. You can't put it down. Enjoy.

Odds and Ends-

Our trivia question last month involved an airplane, specifically an airplane that appeared in a comic series about an intrepid group of aviators fighting the forces of evil. The plane appeared in *Blackhawk* comics. It was a twin-engine fighter with an unusual layout, with the wing and engines in front of the cockpit. The forward "nose" did not extend past the wing. The answer is the Grumman XF5F Skyrocket. Only one example was ever built and pilots liked its aerobatic qualities but in the end the U.S. Navy decided to stick with more conventional fighters such as the F4F Wildcat, F6F Hellcat and the F4U Corsair. However the Skyrocket would become familiar to a generation of young boys as the mount for a multi-national squadron of heroes fighting the forces of fascism. Over the year the Blackhawks would take to the skies in a number of interesting aircraft including the Lockheed XF-90 and the Republic F-84 Thunderjet. Want to know more about the Skyrocket then this link is for you: <http://blog.seattlepi.com/travelforaircraft/2014/07/09/grumman-xf5f-sky-rocket-oh-what-could-have-been/>. Here's another link about the Skyrocket, which would go on to influence other designs such as the Grumman F7F Tigercat: <https://aviation-history.com/grumman/xf5f.html>. Congratulations go out to Bob Seigler, Fred Knudsen and Herbert Plott for coming up with the right answer. Fred mentioned that he grew up with DC Comics but had forgotten Blackhawk. Also heard from Larry Gale who said he was a big fan of Blackhawk comics and loved their logo. Glad to have reminded you of a classic.



Grumman XF5F

Now, here's our trivia question for this month. What is the name of the Navy Ensign who was assigned to Charleston Navy Base in January 1942 and served in the Office of Naval Intelligence, Sixth Naval District? He would later serve in combat in 1943 as a member of a fast attack torpedo squadron in the Solomon Islands during WWII. Hint. He would return to Charleston in 1961 on Air Force One in observance of the 100th Centennial of the Firing on Fort Sumter. This is a bit of an aviation stretch but it is interesting South Carolina trivia. Answer next month. By the way, thanks to John Tokaz for providing this month's trivia question.

A good article about the amazing Lockheed F-104 Starfighter, an airborne hot-rod from mid-20th century, and how it was used to train American astronauts: <http://www.businessinsider.com/how-lockheeds-legendary-starfighter-jet-trained-astronauts-to-enter-space-2015-4>.

A couple of articles about airline travel then and now. One says flying today is better than ever while the other bemoans the passage of a golden age of air travel. First, the flying is better today side: <http://www.businessinsider.com/flying-better-than-in-golden-age-of-aviation-2015-8>. Secondly, the side

that misses the golden age of air travel:

<http://www.wsj.com/news/articles/SB10001424052748704684604575380992283473182> .

3-D printing is all the rage these days for making parts and objects and the feeling is that the process will revolutionize manufacturing in this century. Here's something about using 3-D printing to make a model of Chuck Yeager's Bell X-1, the plane that broke the sound barrier. Be the first to have one on your desk:

<http://www.popularmechanics.com/flight/a15315/you-can-soon-print-chuck-yeagers-x-1-at-home/> .

Speaking of Chuck Yeager, recently he tweeted details about the flight where he broke the sound barrier:

<http://www.mentalfloss.com/article/69988/chuck-yeager-tweets-details-about-historic-sound-barrier-breaking-flight> .

During World War II Northrup's P-61 Black Widow was an effective night fighter much feared by the enemy. After the guns fell silent it continued to perform yeoman service, this time carrying out weather research that would make airline travel safer. Here's the story: <http://www.tailsthroughtime.com/2016/01/project-thunderstorm-storm-chasing-with.html> .

Funny article about the SR-71 pilot who trolled another pilot who thought he was a hotshot:

http://tribunist.com/technology/sr-71-blackbird-pilot-trolls-arrogant-fighter-pilot-with-ground-speed-check/?utm_content=buffer505&utm_medium=social&utm_source=facebook.com&utm_campaign=buffer .

Since one of the long range goals of SCHAF has been the establishment of an aviation and aerospace museum I thought it might be interesting to provide a list of facilities in other states. From the always worthwhile Travel for Aircraft blog: <https://travelforaircraft.wordpress.com/aviation-museums-within-the-usa-grouped-by-state/> .

In Closing-

Well, that wraps up this month's SCHAF newsletter. Now is a great time to 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? A skill that can be put to use in helping restore GF-2 or putting together displays. This year make it a point to become involved with SCHAF.

Again, this reminder, I've changed my e-mail address, so if you want to contact me regarding the newsletter or general SCHAF business the new e-mail is dmcintosh@att.net. Make the appropriate changes to your contact or address book.

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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