



SCHAF Newsletter for May 2016-

Reminder: The next SCHAF Open House will take place Saturday, May 14, 2016. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings-

Things are beginning to pick up as the weather gets warmer and it looks like spring and summer could get busier, so let's dive in and see what's been going on and what's in the offing in the coming months for SCHAF.

Another successful open house at Hamilton-Owens Airport on Saturday, April 9th, 2016. We were honored to have a visit from the Air Force JROTC cadets from Spring Valley High School in Columbia. It was also good to see SCHAF member John Tokaz, who was in town for the weekend. Had a great time talking aviation history with John, who, by the way, has over the years helped out a great deal with the newsletter. Met a number of other nice people who seemed interested in SCHAF and all we're trying to accomplish. Katherine Cuddy brought along the daughters of a friend; Angela and Margaret Nolan and they seemed to have a great time making friends with GF-2. I'm sure the old girl appreciated the company. SCHAF members who were on hand were Ken Berry, Ron Shelton, John Tokaz, Alton Blankes, Katherine Cuddy, Niall McLaughlin, Ted Podewil, and Cantzon Foster, Mary McIntosh and myself. Ed Sylvester, who has helped SCHAF a number of times also dropped by. A really good way to spend a Saturday talking about SCHAF and aviation history. If you're looking for a fun way to spend a Saturday morning and enjoy some good fellowship then plan to show up at an open house. Remember it's the second Saturday of each month.



Spring Valley AFJROTC



Angela and Margaret Nolan



John Tokaz and Ted Podewil

The board of directors of the South Carolina Historic Aviation Foundation met at Hamilton-Owens Airport on Thursday April 21, 2016. Board members present Ken Berry, Ron Shelton, Cantzon Foster, David McIntosh, Scott Linaberry and Xen Motsinger. Members present were Mary McIntosh and Niall McLaughlin.

It was reported that the restoration of GF-2 is proceeding nicely and the Plexiglas for the nose section has been ordered. As mentioned in a previous newsletter the SCHAF Hangar Dance has been moved back to the fall, possibly sometime in October. Niall McLaughlin reported there is the possibility that the flying B-25J of the Canadian Warplane Heritage Museum can be brought down and people can book rides in it and have pictures taken with it as a fund raiser for SCHAF. Some financial backing is already in place but more is needed if we want to have CWHM's warbird in town for the weekend. Also discussion of having a SCHAF yard sale later this year as a fund raiser. There was also discussion of a number of airplanes that people are interested in donating to SCHAF. Still in the early stages but we could be acquiring more aircraft and getting other restoration projects underway. Will keep everyone posted.

Quite an honor. SCHAF members Larry Yon and Xen Motsinger have both been awarded the Wright Brothers Master Pilot Award which goes to pilots who have been flying for 50 years. The award is issued by the Federal Aviation Administration of the U.S. Department of Transportation. Congratulations to both of you.

Another item to mention. James Scott, author of [Target Tokyo: Jimmy Doolittle and the Raid That Avenged Pearl Harbor](#) was a 2016 Pulitzer Prize finalist for History. James is a South Carolinian who has written what is being called the definitive work on the Doolittle raid. Ken Berry, SCHAF president had the honor of introducing him at a couple of functions last year and James has been a good friend to SCHAF. James, congratulations. Oh, by the way, if you haven't picked a copy of [Target Tokyo](#), run, don't walk, to your nearest bookstore and pick up a copy. It is that good.

Speaking of the Doolittle Raid, our friends at B-25 History have been posting a nice multi-part series on the Doolittle Raid. Here's a link to the first part: <http://b-25history.org/doolittle/background.htm> . Then just follow through each succeeding part. It's great series. Here's a link to their Facebook page where you can go through each article in the series: <https://www.facebook.com/b25histroy/> .

Also, concerning the Doolittle Raid, one of the men who took off from the deck of the U.S.S. Hornet that day in April of 1942 was Horace "Sally" Crouch, a South Carolinian who graduated from the Citadel. SCHAF member Rachel Haynie sent in this link of an audio interview: <http://localhistory.richlandlibrary.com/cdm/ref/collection/p16817coll19/id/29> .

Would like to thank the folks at [Military History](#) magazine. Check out their July issue which has a brief mention of SCHAF and the restoration of GF-2. It should be available at your local bookseller or newsstand in the near future. Again, thanks to the folks at [Military History](#) . It's a good magazine and one worth reading on a regular basis. I know I do.

Here's a link provided by Ron Shelton. The article makes mention of Col. "Tik" Tokaz, the father of SCHAF member John Tokaz. Follow this link: <http://www.warbirds-aaa.org/featured/Featured%20Articles%20-%20Vol.%2026,%20No.%2005-%20July%202003,%20B-25%20Special%20Section-%20Panchito.pdf> .

SCHAF member Ted Podewil passed this along. We've lost another one of the individuals who have contributed so much to the cause of freedom.

Commander Robert (Bob) Maxwell passed away recently at the age of 96. Bob was a WWII combat pilot who obtain Ace status in July ,1943 while flying in the Pacific theater. While flying in the same squadron as George H.W. Bush, Bob downed his last Japanese bomber for a total of seven kills and 1 probable kill. He was in the same squadron VF-51 with George Bush when the future President was shot down at ChiChi Jima in September 1944, flying off the Aircraft Carrier, USS San Jacinto. Bob was the ship's first Ace.

On Bob's first mission in April 1943, his squadron leader crashed into Bob's plane forcing him to bail out into the sea off of New Georgia Island. He survived three days in a raft before being picked up by friendly natives. His " adventure" as Bob like to call it, was written up in a book " Aces Against Japan II " published in 1996. His combat engagements included Guadalcanal, Wake Island, The Marianas, Luzon, the Philippine Sea, and Iwo Jima.

After the war, Bob eventually settled down in Columbia, where he became one of the top Wausa Insurance agents in the country. He was active in many civic actives during his life.

We also heard recently from Lynn Gunzenhauser, the daughter of Col. Dan Rossman, who was a student pilot on GF-2 that June 6th of 1944 when she ditched in Lake Greenwood. Dan is no longer with us. Lynn informed us that services for his wife Sylvia took place in April at Arlington National Cemetery and that her mother is now back with Dan. She also added that the gravesite is under the flight path to Reagan National Airport and that she's sure that makes her dad happy. Lynn was kind enough to send a picture of the gravesite.



My apologies to some of you who may not have received last month's newsletter. I switched my ISP and in the process of transferring the address book some of the contacts got lost. Thankfully I had a backup list and I think everything is back to right. On that subject if you need to contact me with a contribution to the newsletter, comments or any other matter my new e-mail is dmcintoshone@att.net .

Historical Notes-

One of the most legendary pilots of World War II was Greg "Pappy" Boyington. He flew with the Flying Tigers, led the famed Black Sheep Squadron and had a TV series based on his exploits in the Pacific starring Robert Conrad that aired in the 1970s. Here's an interview with Boyington from the 1980s:

<http://www.historynet.com/pappy-boyington-interview-with-the-us-world-war-ii-ace.htm> .

The top ten most produced warbirds of World War II. See if you know what they are:

<https://www.warhistoryonline.com/military-vehicle-news/top-ten-of-the-most-produced-warbirds-of-wii-maybe-surprised-by-1.html> .

A video on YouTube of American warplanes during World War II being overhauled at India's Hindustan Aircraft. Hindustan Aerospace is now one of Asia's leading aerospace companies. And, here's a South Carolina connection, Bill Pawley, who was born in Florence, South Carolina, played a role in the formation of the American Volunteer Group or Flying Tigers, and headed up Hindustan Aircraft for part of World War II. He also was head of CAMCO, an aviation company he owned in China. Here's the link:

<https://www.youtube.com/watch?v=TZLqpcHBLiA> . If you want to know more about Bill Pawley here's a link to an article on Daniel Ford's [Warbirds Forum](http://www.warbirdforum.com) about Pawley:

<http://www.warbirdforum.com/pawley.htm> . Ford is the author of *[Flying Tigers: Claire Chennault and His American Volunteers, 1941-1942](#)* , probably the best book around about the American Volunteer Group.

We deal mostly with aviation subjects here but we're also into space flight. Here's an article about the artist who helped invent the space age, Chesley Bonestell:

<http://io9.gizmodo.com/the-artist-who-helped-invent-space-travel-452436111> . I remember seeing his pictures as a kid.

From Tails Through Time, an aviation blog that's always worth a visit. A posting about the Empire class flying of the 1930s built by Shorts: <http://www.tailsthroughtime.com/2016/01/the-short-brothers-empire-flying-boats.html> .

Good article from an Australian site Aces Flying High on the Yugoslav Air Force and after World War II: <https://acesflyinghigh.wordpress.com/2016/01/02/yugoslav-air-force-combat-aircraft-1941-to-1952/> .

Good Reads-

One of the great things about editing the SCHAFF newsletter is that I get to read a lot of books. One of the downsides is that sometimes I forget whether I've mentioned a book in an earlier newsletter. I don't think I've mentioned this one: [To Kingdom Come: An Epic Saga of Survival in the Air War Over Germany](#) by Robert J. Mrazek. In September of 1943 the 8th Air Force set out to hit Stuttgart and hurt Germany's industrial capacity and bring the war closer to an end. It was a day that could be considered a defining moment for the "Mighty Eighth." Follow the stories of some of the aircrew who lived, fought and died in the skies of Europe during those trying times. As I have said about other books, read and be amazed at the courage and sacrifice of those from another time, a time that made our present possible. Read it. Weep. And say thank you to those from an earlier time.

Odds and Ends-

For our trivia question last month we were looking for the name of a U.S. 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 boat 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. Remember that old TV commercial from the 1960s where the guy slapped his forehead and said "I could have had a V-8." No one got the answer and folks are going to be slapping their foreheads because the answer is John F. Kennedy, who would return to Charleston in 1961 on Air Force One.

Now for this month's trivia question. We are again looking for a person. His death in March made news around the world. In 1943 he would join the Royal Navy's Fleet Air Arm and served as an observer. He would serve with Fleet Air Arm (that's the aviation connection) until 1947 when he was de-mobilized (or de-mobbed). After that he would pursue a career in music attending the Guildhall School of Music in London. He would then become a record producer of some note; some would say one of the greatest recorders of our time. I could give some other hints but then that would make it too easy. Who am I looking for?

An article from a couple of years ago about the discovery of a Junkers Ju-87 off the coast of Croatia: <http://www.warbirdsnews.com/warbirds-news/junkers-ju-87-stuka-discovered-croatian-coast.html> . Again, something that restoration folks should take note of.

Here's something for those of you with a medical background or an interest in subjects dealing with medicine. How treating pilots with a certain type of injury would make it easier to improve people's vision in later years: <https://www.warhistoryonline.com/war-articles/intraocular-lens-implant.html> .

It was the "war to end all wars." Well, World War I far from ending war would be the womb from which even more terrible and horrific conflicts would emerge. It would also be when aviation matured from a toddler trying to get its footing to a brawny youth ready to assert itself as a new player on the stage of modern conflict. Here are three good articles about aviation in the Great War. First one from the Imperial War Museum: <http://www.iwm.org.uk/learning/resources/what-impact-did-the-first-world-war-have-on-aircraft-and-aerial-warfare> . The second one from the BBC: <http://www.bbc.com/news/magazine-29612707> . The third one is from the British Library: <http://www.bl.uk/world-war-one/articles/aerial-warfare-during-world-war-one> .

Another interesting blog is this one by a gentleman in Georgia who is restoring a Curtiss Jenny. He hasn't posted since last year so I don't know what the status of his project is, but here's the link: <http://curtissjennyrestoration.blogspot.com> .

Some good video of a U.S. Navy carrier on-board delivery plane landing on the deck of the French Navy's carrier *Charles De Gaulle*:
<http://www.businessinsider.com/video-shows-us-aircraft-landing-on-a-french-aircraft-carrier-amid-isis-fight-2015-3> .

Something for the travelers among you; the ten airports with the most scenic view on approach:
<http://www.businessinsider.com/best-airports-for-landing-views-2016-4?r=UK&IR=T> .
Where do old aircraft go to spend their last days; an aircraft boneyard, sort of the aviation equivalent of the old elephant's graveyard. Good article from the BBC about the secrets of aircraft boneyards:
<http://www.bbc.com/future/story/20140918-secrets-of-the-aircraft-boneyards> .

Speaking of airline travel then and now, here's an ad from the days when flying was a more civilized affair. A nice advertisement from the mid-1960s for Iberia Airlines showing a Douglas DC-8 and the Eiffel Tower.



More about airline travel, flight attendants are the unrecognized heroes of your journey on an airliner. Here's a link to an article about flight attendants or stewardesses and stewards as they were called back in my younger years: <http://cruiselinehistory.com/stewardesses-on-mad-men-tv-series-from-psa-to-pan-am-to-twa/> .

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? 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.

Again, a reminder, I've changed my e-mail address so if you want to contact me for whatever reason it's now dmcintoshone@att.net. Comments, contributions, criticisms and suggestions are always welcome.

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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