



## SCHAF Newsletter for June 2016-

**Reminder: The next SCHAF Open House will take place Saturday, June 11, 2016. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.**

### Foundation Happenings-

The month of May turned out to be a really busy one for the South Carolina Historic Aviation Foundation. A lot going on and an active time meeting with folks and spreading the SCHAF story. Met a lot of people who share an interest in preserving the Palmetto State's aviation heritage. Without further ado let's see what all happened in the month of May.

A really good open house on May 14<sup>th</sup> with a number of folks showing up and expressing interest in our B-25 and the work of SCHAF. A really nice group of Air Force JROTC cadets from C.A. Johnson High School in Columbia were there and asked good questions and seemed interested in learning more about the history of aviation, especially in the Palmetto State. Also had a couple of Scout troops drop by; one from Shandon United Methodist Church (Troop 37) and one from Eastminster Presbyterian Church (Troop 10). Got to meet some enthusiastic young people who were truly excited to be able see a World War II bomber up close. At least a couple of the scouts said they want to come back and help with the restoration of GF-2. Would love to have you join in. Also saw meteorologist Ben Tanner from WIS-TV. Ben seemed very impressed with all SCHAF has accomplished. By the way Ben does a great job for channel 10.



*Ben Tanner and Ted Podewil*



*John Demars and Ted Podewil*

SCHAF members present included Ron Shelton, Mary McIntosh, Ted Podewil, Xen Motsinger, John DeMars and myself. By the way John is the gentleman who built the really nice model of our B-25 that hangs under left wing of GF-2.

The Board of Directors of the South Carolina Historic Aviation Foundation met at Hamilton-Owens Airport on Thursday, May 26, 2016. Board members present were Ken Berry, Ron Shelton, David McIntosh, Scott Linaberry, Larry Yon and Xen Motsinger. SCHAF members present were Mary McIntosh, David Moxley, Niall McLaughlin, Katherine Cuddy and Ron Skipper.

The big news to come out of the board meeting is the SCHAF Hangar Dance which was to have taken place last October but was postponed because of flooding has been scheduled for October 15<sup>th</sup>, 2016. Arrangements are being made to bring the flying B-25J of the Canadian Warplanes Heritage Museum down that weekend. In addition a flying Ford Tri-Motor will be at Hamilton-Owens that weekend. There will be chance to see and also purchase a ride in a couple of historic aircraft. As for the planning and set-up, this one

is going to take a lot of volunteers and soon we'll be e-mailing folks and looking for volunteers to get involved. Folks who were involved in planning for last year's dance, be forewarned, we'll be contacting you soon. By the end of the summer we need to be in high gear.

It was also reported during the board meeting that Plexiglas ordered for GF-2 has been received. There may be some mounting and fitting issues but those are being handled.

It was also reported that a couple of airplanes are being donated to SCHAF which means we may be getting some more restoration projects underway at some point in the future. Will keep everyone posted when the details are finalized.

Ron Shelton made mention that next year will be the 75<sup>th</sup> anniversary of Columbia Army Airbase (now Columbia Metro). Remember CAAB is where Jimmy Doolittle came to select his crews for the historic mission against Tokyo in April of 1942. Seems to me that SCHAF could get together with other groups and we could mark the 75<sup>th</sup> anniversary of Columbia Army Air Base. What do all of you think? Share your thoughts. Maybe we can get something going.

Thanks to Intel Corporation which recently made a donation of \$2600 to SCHAF. Intel has a program they make donations in recognition of their employees who have engaged in volunteer work for worthwhile project. SCHAF member David Moxley, who works for Intel, has put in hundreds of hours working on the restoration of GF-2. Thanks David and thank you Intel. Intel is supporting us so you should support them. When you purchase a computer make sure it says "Intel Inside."

SCHAF president Ken Berry has been on the go recently sharing the SCHAF story with folks. On Tuesday, May 17th Ken spoke to the Forest Acres Neighborhood Association. SCHAF member Katherine Cuddy, who is also a member of FANA was also there to talk with folks about the foundation's work. Everyone was impressed with the passion that SCHAF members show at preserving South Carolina's aviation history.



*Ken Berry speaking to FANA*



*Ken meeting with some FANA members*

On Friday, May 20th Ken was at Shaw Air Force Base for the meeting of the Palmetto Flight of the Order of the Daedalians, a society of current and former military pilots. Ken says he had great time and got to talk about SCHAF with a bunch of nice people.



*Ken with Charles "Tony" Meyers of the Order of the Daedalians*

Also on Friday, May 20 I had the good fortune, as part of my job as news director for WPUB/WCAM Radio in Camden to attend a presentation by Boeing that took place at the Kershaw County Chamber of Commerce. Mark Elam, National Strategy and Engagement Director for Boeing had a really good program on the Boeing Company and Boeing's growing role as a leading member of the community throughout South Carolina. Boeing is working with school districts around the state to get young people interested in engineering, math and science. Mark says that Boeing is glad to be in the Palmetto State and also looking to expand its network of in-state suppliers. Among those attending the program were Julian Burns, chairman of Kershaw County Council as well as leaders and members of Kershaw County's business community. The program was entitled "Soaring to success with Boeing," part of the Boeing Community Engagement Series.



*Mark Elam and Julian Burns*



*Mark Elam*

Would also like to mention that Bill Rouw, crew chief for the Canadian Warplanes Heritage Museum's B-25 was in town a couple of weekends ago to assist SCHAF volunteers and provide guidance and advice on the restoration of GF-2. Bill is also a member of SCHAF and over the past couple of years has provided invaluable assistance to our efforts at bringing the 'ol' girl' back to her former glory. Thanks Bill. We can't say thank you enough. By the way, the Canadian Warplanes Heritage Museum has a really great website; if you've never paid it a visit, do so. Here's the link: <http://www.warplane.com> .

On Wednesday, May 25<sup>th</sup> and Thursday, May 26<sup>th</sup> the Historic Columbia Foundation hosted programs at the Curitts-Wright Hangar at Hamilton-Owens Airport dealing with the history of the hangar and also plans for the building's renovation after which it will house the Hunter/Gatherer brewery. GF-2 was part of the show and John Sherrer, Director of Cultural Resources for the Historic Columbia Foundation spoke to people about South Carolina's important role in aviation during the Second World War. A number of SCHAF members including Katherine Cuddy, Scott Linaberry, Ron Shelton and David Moxiey were on hand to talk with people about the restoration. Thanks to Historic Columbia for letting SCHAF be part of things. The Historic Columbia Foundation is a really worthwhile organization that through the years has done much to preserve Columbia's history and education people about the capital city's fascinating past.



*John Sherrer with Historic Columbia Foundation*



*Folks learning about GF-2 and aviation*

## **Historical Notes-**

Would like to make mention of a South Carolinian who served his country and spent part of World War II as a guest of the Germans, in other words, as a POW. Retired USAF Major Ralph Andrew Brown passed away in early May at the age of 99. He would serve in the air force until 1965 and afterwards continue his flying career as a charter pilot. Here's the link to his obit: <http://coladaily.com/2016/05/10/obits-ralph-andrew-brown/> .

Okay, I know one of the hobby horses I jump sometimes is how much more civilized flying used to be. Well, here's something interesting from the 1950s. Seems BOAC would provide what they called "skycots" for infants: <http://highlife.ba.com/articles/time-travel-boacs-skycot-for-infants-1953/> . Here's another article about flying first class in years gone by: <http://cruiselinehistory.com/first-class-air-travel-then-and-now/> .

I never knew about this. Here's a link to the story of two men from the Victorian era who flew as high as jumbo jets fly these days. Sound improbable? They're lucky they survived. At the BBC website. Read on: <http://www.bbc.com/future/story/20160419-the-victorians-who-flew-as-high-as-jets> .

Here at SCHAF our primary mission is introducing and educating folks about the history of aviation, especially South Carolina's rich and fascinating aviation history. It's important for future generations to learn about what came before. Here are some links dealing with importance of making sure people, especially young people, know about events before their time because those events helped shape the world we inhabit. Here's an article about the battle over military history and why understanding conflicts from the past is important to the present: <https://warisboring.com/the-battle-over-u-s-military-history-94dc2c82c3d6#.a68vlyw98> . Another article on the same subject by the renowned military history Victor Davis Hanson: <http://www.city-journal.org/html/why-study-war-13029.html> . Finally this article about the great greatest World War II

documentary ever made which has thoughts regarding the paucity of knowledge about that conflict among younger generations: <http://www.city-journal.org/html/greatest-documentary-14340.html> .

## Good Reads-

Normally in the good reads section I recommend books that I've personally read; this month however I'm making an exception in order suggest a book that recently came out and looks to be extremely interesting. It's called [The Bridgebusters: The True Story of the Catch-22 Bomb Wing](#) by Thomas McKelvey Cleaver. It's the story of the 57<sup>th</sup> Bomb Group during World War II (it which Joseph Heller, author of *Catch-22* served). From the reviews and excerpts I've come across it looks to be worth getting and I plan to get a copy in the near future. Here's a link to a review: <https://travelforaircraft.wordpress.com/2016/05/14/the-bridgebusters-write/> . Here's a link to an excerpt from *The Bridgebusters*:

[http://www.realclearhistory.com/articles/2016/05/20/the\\_harsh\\_reality\\_of\\_war\\_for\\_bombers\\_235.html](http://www.realclearhistory.com/articles/2016/05/20/the_harsh_reality_of_war_for_bombers_235.html) .

Of local interest the collection of the papers of Joseph Heller is housed at the University of South Carolina.

Here's a link to U.S.C. Libraries: <http://library.sc.edu/spcoll/amlit/heller/hellercat.html> .

## Odds and Ends-

Last month's trivia question involved a gentleman who gained fame as probably the most influential record producer of the last half-century. It was news when he passed away earlier this year at the age of 90. Now the aviation connection was that this individual served as an observer in the Royal Navy Fleet Air Arm from 1943 through 1947. Our congratulations go to Dr. John Moncure, headmaster of the Montessori School in Camden for coming up with the right answer which was Sir George Martin, who gained fame as the producer of the Beatles. Martin was a producer for Parlophone Records in England when he took a chance on four young men from Liverpool by offering them a record contract. Oh, those four young men, by the way, were The Beatles. The rest as they say is history.



*Sir George Martin*

Now here's our trivia question for this month and this time I'm looking for an airplane. It was manufactured by a company that has become a household name in general aviation and now builds a successful line of business jets. This plane would do yeoman duty training pilots to qualify for multi-engine rating during the Second World War. It would also be featured in the early episodes of a 1950s TV show about a flying rancher. It was nick-named the "Bamboo Bomber." What airplane am I looking for?

A reminder; the 2016 edition of what has become a Palmetto State Independence Day tradition takes place July 4<sup>th</sup>. This will be the 7<sup>th</sup> year that military aircraft and historic warbirds will fly along South Carolina's coast as part of Salute From the Shore. If you're at the beach on the 4<sup>th</sup> don't miss it. I've had the good fortune to witness the last three and it's worth seeing. It's always good to see everyone turn out to honor our veterans and the men and women serving in the armed forces. Here's a link to the website for Salute From the Shore: <http://salutefromtheshore.org/how-to-salute/> .

An interesting article about a woman who was a pioneer in aviation: Amy Johnson. Don't know the name; neither did I until I stumbled across this webpage. Here's the link: [http://www.hullhistorycentre.org.uk/discover/hull\\_history\\_centre/our\\_collections/hull\\_people/amyjohnson.aspx](http://www.hullhistorycentre.org.uk/discover/hull_history_centre/our_collections/hull_people/amyjohnson.aspx) .

When you hear the name St. Helena you most likely think of Napoleon's final exile. Well, it's still a British colony and in the past it communicated with the rest of the world via ships that carried the prefix "RMS" or Royal Mail Ship. Earlier this year air service to St. Helena started through British Airways. Here's a link to the landing of the first commercial flight that faraway British possession in the South Atlantic:  
<https://www.youtube.com/watch?v=MQiQtdq1C3g> .

There is a secret language to runways at airports. Not familiar with the lingo? Want to learn? Follow this link: <http://gizmodo.com/a-beginners-guide-to-the-secret-language-of-airport-run-1689493625>.

Okay, rock n' roll fans, this one's for you. Everyone knows that Elvis (the king of rock n' roll) served his country in the U.S. Army. Did you know about the time he performed on an aircraft carrier of the U.S. Navy. Find out more here: <http://www.mentalfloss.com/article/78075/when-elvis-performed-aircraft-carrier> .

I had a friend in graduate school who had been an officer on the U.S.S. Independence and he used to say that the flight deck of an aircraft carrier during flight ops could very well be the most dangerous place in the world. Make a wrong move and it could be your last. The modern American aircraft carrier is truly a marvel not only of technology but organized and choreographed chaos. Good article on the most important places on a carrier: <http://www.businessinsider.com/12-most-important-places-on-an-aircraft-carrier-2016-1> .

Later this year the United States Air Force will mark its 69<sup>th</sup> anniversary. Here's an article from last year marking the USAF's 68th birthday and telling why airmen are a lot tougher than most people realize: <http://www.businessinsider.com/air-force-birthday> .

## In Closing-

Well, that wraps up this month's SCHAF newsletter. As you can tell the last month has been a really busy one for SCHAF. That's why 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. We need more people to get involved and keep the momentum going. Now is a good time to make it a point to become involved with SCHAF. We are moving in the right direction. Don't let the train leave the station without you.

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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