



SCHAF Newsletter June 2018

Reminder: The next SCHAF Open House will take place Saturday, June 9, 2018. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings-

The last few months have been busy ones for SCHAF. Unfortunately, I have not been able to participate as much as I would like due to a stroke in early March, however I hope to be back in action by later this year. Thanks to all the people who have sent letters, stopped by, and expressed their concerns.

The SCHAF board members met on May 13th. Board members present were Ken Berry, Ron Skipper, Katherine Cuddy, Ron Shelton. SCHAF members present were Chris Gillam and John Chamberlain. We have several new and exciting prospects on the horizon which will be introduced towards the end of the summer. Stay tuned!

Our May open house was a busy one with several new visitors to the hangar. We were thrilled to have Rebecca Bertok stop by the hangar with a donation of a WWII parachute from the family of James Theodore. The following is from James' son, Ted:

No information on the chute...It was government issue to James Theodore. He was in ROTC at Clemson University in Mechanical Engineering, graduated at 19 and went right into WWII. In flight training they saw a lot of qualities that they were looking for in pilot instruction and decided to keep him here. Dad used to say after the war people would ask him if he ever killed anyone in the war. He would smile and say "No but I'd like to think I saved a lot of lives by making them good pilots." He instructed in AT-6, P-51, BT-9, BT-14, B-24, B-17, Stearman BT-17, P-38, P-80. There were 30 something planes he was approved to train in. He taught in Alabama, Georgia, Mississippi, North Carolina and a few other states. He ended his career in military training pilots at Donaldson Air Force Base less than 20 miles from his parents' home in Greenville, SC. Dad did not like parachutes. He had to learn to jump with them but decided he would rather ride a plane down than jump. He actually did ride several planes down. One was an AT-6 in Georgia. When the engine died while flying at night he could not make it back to the airfield so he landed in a peanut field. All went well with the landing until he hit a barbed wire fence at the end of the field and posts sheared off the wings. He had a map compass in a pocket on his dash. When he was thrown forward, the two points of the compass went under his chin and into his mouth. After the shock wore off, he pulled it out, spit a little blood and laughed about it. He was fine.



Rebecca Bertok and SCHAf member Chris Gillam

Historical Notes-

The plane that flew the “hump” during World War II, the Curtiss C-46 Commando:

<https://shortfinals.wordpress.com/2011/11/26/curtiss-wright-c-46-commando-citius-altius-fortius/> . Another historic aircraft, the ME-262: <https://shortfinals.wordpress.com/2011/12/22/me-262a-2a-milestones-of-flight-raf-museum-london/> .

It was during the summer of 1940 that a massive aerial drama was unfolding in the skies above southern England, the Battle of Britain, as the Royal Air Force fought to maintain air superiority over the Luftwaffe and prevent the German invasion of the United Kingdom. Here’s some information about the various phases of that great encounter in the skies of long ago:

<https://www.warhistoryonline.com/world-war-ii/battle-of-britain.html> .

A piece about six great American pilots of the North Africa campaign of World War II:

<https://www.warhistoryonline.com/world-war-ii/6-american-pilots-africa-campaign.html> .

Good Reads-

This month’s good read is a book [Empire of the Clouds: When Britain’s Aircraft Ruled the World](#) by James Hamilton-Patterson. It is about where Britain’s aircraft industry went wrong after World War II due to bad government decisions and bad business by various people.

Odds and Ends-

No trivia question this month. It will be back next month.

Norman Bel Geddes was one of the premier industrial designers of the first half of the 20th century. He designed trains, buildings and at one point proposed a truly out of this world airliner he called Airliner 4. It only remained a dream and in truth would have never flown, but it remains an interesting concept if for no other reason than its sheer audacity. Check it out:

<http://www.keiththomsonbooks.com/blog/4> . By the way if the name Bel Geddes seems familiar, his daughter Barbara was “Miss Ellie” on *Dallas*, the hit TV show from the 1980s. On a related subject, some weird and out of the ordinary flying machines from the early days of aviation: <http://www.darkroastedblend.com/2008/11/those-magnificent-men-and-their-flying.html> .

The ten ugliest airplanes. I don't know that I agree with all of his choices but here are a few that belong on the list: <http://www.askthepilot.com/ugliest-planes/> .

It's the 21st century and we're still waiting on our flying cars:

<http://www.bbc.com/news/av/technology-39793025/retro-tech-flying-car-prototypes> .

Here at SCHAF, as I've mentioned before, we're always following other aircraft projects around the world. Last year the National Naval Aviation Museum unveiled their newly restored B-25:

<http://aerodynamicmedia.com/naval-aviation-museum-unveils-restored-b-25-on-75th-anniversary-of-doolittle-raid-video/> . On the subject of naval aviation here are six things you might not have known about the Grumman A-6 Intruder: <https://www.avgeekery.com/six-things-you-probably-never-knew-about-the-mighty-a-6-intruder/> .

An interesting documentary put out in 1965 by AT&T called Plane Talk. Features a lot of footage of airliners and of course, plenty of telephones:

https://www.youtube.com/watch?feature=player_embedded&v=r10wAV9rZKM .

You see these at airshows here in the United States, the Nanchang CJ-6A from the People's Republic of China: <https://shortfinals.wordpress.com/2009/06/14/nanchang-cj-6a-g-bvvg/> . I seem to recall one visiting Greenville, South Carolina a few years back.

Until the 1960s the U.S. Navy and the U.S. Air Force used different designation systems for their aircraft. The system was then standardized. Here's the story:

<http://whatjustflewby.blogspot.com/2016/10/the-united-states-tri-service.html> .

A posting about the HVAR, the aircraft rocket used during World War II and afterwards:

<https://shortfinals.wordpress.com/2011/03/16/hvar-high-velocity-aircraft-rocket/> .

In Closing-

If you have something you would like to share please [e-mail](mailto:dmcintoshone@att.net) me, Dave McIntosh dmcintoshone@att.net 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.](#)**

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