



SCHAF Newsletter for June 2019

Reminder: The next SCHAF Open House will take place on Saturday, June 8, 2019 from 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings

We would like to thank Fred and Wendy Hammond along with Ron and Linda Skipper for their recent donations of some tools for SCHAF. We are looking like a real restoration shop! Stop by an open house to see how nice the hangar is looking now.



HELP SPREAD THE WORD

As we mentioned last month, we are trying hard to get the word out around town about SCHAF. If you attend any neighborhood associations, club meetings, or rotary meetings, we would love to come speak about SCHAF. Please let us know of any organizations we can contact regarding speaking engagements about SCHAF.

You can also help spread the word by wearing a SCHAF t-shirt. We still have some for sale at \$25 for adult shirts and \$15 for youth sizes. Come to the next open house and buy a t-shirt to wear during these hot summer days!

HISTORICAL INFORMATION

From the Air and Space Smithsonian website: The Mark IV Aircraft Float Light was a smoke producing flare designed to be dropped by an aircraft over open water for drift sighting during the day or night. This type would have been used from the late 1930's through World War II.

These flares were made of wood and aluminum. SCHAF is fortunate to have an original drift flare to use as a template for making the others needed. There were 12 flares stored in three different places in the navigator's area of GF2. John has remade two of the metal units that held the flares. The original third housing unit is still in GF2.



Original Drift Flare and wooden template



Housing unit to hold 5 flares

While June 6, 1944 is a very well-known date around the world, it is also the day our plane crashed into Lake Greenwood. The navigator was listening to the radio traffic from D-Day on that fateful day 75 years ago. Because he was not paying attention, he was thrown forward suffering a gash on his head. Luckily everyone on board survived the crash. As seen in these two pictures, the cockpit has come a long way from when it was pulled out of the water!



Below is a picture of GF2 when she is finally seeing the light of day after 39 years under water. If any of you have any pictures from the day GF2 was recovered, we would love to have a copy for our records.



Speaking of D-Day, did you know there were B-25s flown by the RAF on that day in Normandy? Our friends at the Canadian Warplane Heritage Museum created videos called “Voices From the Past” where they interview veterans about their service. There is a wonderful video interview of B-25 crewmen who served with the RAF.

Quote from the beginning of the interview:

“On D-Day (5/6 June) 98 Sqn were to attack railway lines and the airfield near Caen with 1000lb bombs. Lorne MacFarlane was flying Mitchell Mk.II FW253 ‘F’ and Max Harris was flying FW215 ‘V’. They attacked the same targets again that night (6/7 June) with better results – Max Harris was flying FW102 ‘M’ for that mission.”

Below is the link to watch the interview:

<https://vimeo.com/339009222?ref=em-share>

The Canadian Warplane Heritage Museum has a flying B-25, "Hot Gen", painted with D-Day invasion stripes. Below is a picture of their B-25 during a night time engine run-up.



Odds and Ends:

If you have something you would like to share in a future newsletter, please send an email directly to SCHAF at info.schaf@gmail.com.

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