



SCHAF Newsletter for July 2013

Greetings to all SCHAF members-

Things are really starting to happen at the South Carolina Historic Aviation Foundation. Now is a great time to get involved. We have a number of things in the works that involve different interests and need the involvement of more people. Please get in touch and find out how you can help.

It's important to remember that that on June 6th, 1944, D-Day, the Normandy Invasion took place and Allied forces took another step in the liberation of Europe from Nazi tyranny. While it's the assault on the beaches of France that comes to mind for most people, we should also remember the Allied airmen who flew bombing missions, piloted the troop transports and risked their lives in the skies over Europe those eventful days so long ago. Scott Linaberry was kind enough to write and remind everyone it's also the day that the foundation's plane, GF-2 "took a bath." One of the aircrew, Col. Dan Rossman is a SCHAF member. Col. Rossman, thanks for all of your contributions to our nation and helping make people free.

Quick reminder, the next SCHAF open house takes place Saturday, July 13th from 11am to 2pm at the Curtis-Wright Hangar at Hamilton/Owens Airport. Come by and see our B-25, learn more about how you can get involved and let your friends know. See you there.

SCHAF board meeting-

The board of the South Carolina Historic Aviation Foundation met at Hamilton/Owens Airport on Thursday, June 20th, 2013. Present were Cantzon Foster, SCHAF president and board members Ron Shelton, Ken Berry, Gary Byrd, Xen Motsinger and Larry Yon. Also present were SCHAF members Scott Linaberry, Richard Hill, Mary McIntosh and myself.

The big news is the trip to Texas by Cantzon and Ken to a B-25 ground school class at the [Vintage Flying Museum](#) in Fort Worth. The museum is located in a hangar that was once used for B-29 Superfortress bombers. Both Cantzon and Ken said the experience was great and that they learned a lot in general about B-25 Mitchell bombers and also found a number of sources for parts and items needed in continuing the restoration of GF-2. They also learned about documentation that will be needed as we resume work on our airplane. According to Cantzon and Ken a number of restorations are going on at any time at the [Vintage Flying Museum](#). Both felt it was a very worthwhile trip where they got to meet people, network and make the kind of contacts the foundation will need as we bring GF-2 to display condition.



At the board meeting Ron Shelton also passed out a list of immediate and long-term needs regarding the restoration and maintenance of the foundation's B-25. The list was developed

after a recent walk-around inspection and includes cosmetic items and also major upgrades such as beginning work on restoring the interior of GF-2 including the cockpit. There are also stability issues that need to be addressed. This is an area where we need members to step forward and volunteer to help on some of the work and also put forward ideas regarding fund-raising to cover some of the costs that will no doubt be incurred. Again, want to hear from as many members as possible. We can start to plan fund-raising and develop a list of specific tasks and the order in which they should be addressed. Again, we need volunteers so please consider getting involved.

Blast from the past-

The terminal at Columbia Metropolitan Airport (CAE) in the 1950's. It was replaced in 1965 by a new terminal at the other end of the airport. I remember this terminal as a kid. I know. That dates me. It had an observation deck on the roof; was great for plane-spotting.



Foundation Happenings-

A reminder to everyone that SCHAF will be taking part later in the summer; September 5th through the 7th SCHAF will be at the Triple Tree Aerodrome in Woodruff, S.C. for the annual Triple Tree Fly-In. Triple Tree is a beautiful facility known as the "Augusta National of Aviation." Here's a link to their site: <http://www.tripletreeaerodrome.com> .

On September 27th and 28th SCHAF will be at the Southeast Aviation Expo at the Greenville Downtown Airport. Here's the link for the event: <http://www.scaaonline.com/southeast-aviation-expo> . Anyone who would like to come help share the story of SCHAF please get in touch with one of the board members or me. Would be glad to have any participation possible in either event.

Historical Notes-

While Wilbur Wright goes down in history as the first pilot in a powered flight and he and his brother Orville are credited making powered flight possible there was someone with a South Carolina connection who was working with another aviation pioneer and could almost be thought of as the first person to crash an airplane. That person also played an important role in the early history of aviation. Before the Wrights were experimenting with their gliders at Kill Devil Hills on the coast of North Carolina Samuel Langley of the Smithsonian Institution; was working at developing what he called the "aerodrome," an unsuccessful early attempt at powered flight. Well, the man who developed the plane's engine and also was the pilot for the attempts at flight was Charles M. Manly. Both attempts at flying the aerodrome resulted in crashes. Guess you could say while Manly didn't make the first powered flight he was the first

person to crash an airplane. The South Carolina connection; his father was President of Furman University in Greenville and Manly would spend part of his boyhood in the upstate. Today there is a Manly Hall at Furman named for his father. Other historical footnote, Samuel P. Langley would pass away in Aiken, South Carolina in 1906 at the age of 71. A big tip of the hat to Ron Shelton for making me aware of Charles Manly and his role in South Carolina aviation history.



Charles Manly and Samuel Langley

One of the men who volunteered to travel to the Orient with Claire Chennault and fight and fly with the AVG-The Flying Tigers- was Citadel graduate George Bray McMillan. McMillan was born in 1916 in Winter Garden, Florida and graduated from The Citadel, Class of 1938. He was commissioned a 2nd. Lt. in the Army Air Corps and earned his pilot's wings in 1939. As a Flying Tiger he scored 4.5 kills. After the AVG was merged into the USAAF he came back to the United States before returning to China in 1943. He would score four more kills and would reach the rank of Lt. Col. He was killed in action on June 24, 1944. He would receive the Bronze Star, two Air Medals with oak leaf cluster, the Distinguished Flying Cross (posthumous), and the Order of the Cloud and Banner, 5th Class (Republic of China). He is buried in Arlington National Cemetery.



George Bray McMillan



McMillan's grave marker

I mentioned last month about South Carolinians who flew with the RAF including one by the name of Leon Blanding and put out a challenge to see if anyone could track down info about him and others from the Palmetto State who flew in the RAF and the RCAF. I also mentioned I had run across a mention of someone from Columbia, S.C. who flew for the RAF in Burma during the Second World War. The mention was made in an Associated Press article from 1942. Here's the article. He served in the RAF. Anyway here is the name of another South Carolinian who played a role in aviation history and we should find out more about him. I have highlighted

the important section. The article was written by an AP stringer named Daniel DeLuca. The Columbian mentioned is someone named Jack Gibson. Does the name ring any bells?

With the American Volunteer Group in Burma, April 11 - (Delayed) - (AP) - When the starry sky blankets the Burma battleground over which their speedy planes will go hunting Japanese raiders in tomorrow's dawn patrol, the hard-hitting members of the American Volunteer Group turn into mild-mannered former college boys mothered by a plump dormitory manageress.

Mrs. Marion Davidson, widow of a U.S. Army major, and her khaki-clad brood slip into chintz-covered easy chairs in a spacious clubroom this Saturday night for a special get-together to celebrate the annihilation of a Japanese fighter squadron with no losses. They also are going to see movies flown in from Calcutta and have a pow-wow with granite-jawed Brig. Gen. Claire L. Chennault, the AVG's proud boss.

Chennault arrived just in time to see the boys he had coached destroy at least 15 Japanese planes-and possibly live more-in a series of dogfights Wednesday and Friday.

"Fine work," says the stocky middle-aged officer, who built the AVG from the ground up into the deadliest streamlined weapon the Japanese have yet encountered. "What I told you last fall at Toungoo you haven't forgotten."

Mrs. Davidson, who has a 20-year-old son, George, in San Francisco, turns out a dinner featuring an inch-thick steak smothered in mushrooms and fresh fruit salad.

An eight-foot American flag hangs on the wall in the room where the fliers eat. "It's good for morale," Mrs. Davidson explains.

Sergeant Pilot Jack Gibson of Columbia, S.C., arrives from a nearby R.A.F. mess and reports on the condition of another flier, Fred [sic] Barrick of Odessa, Texas, who destroyed one enemy aircraft and was shot down by a second yesterday. Barrick is all right except for cuts and bruises.

He and R. C. "Moose" Moss of Doerun, Ga., a member of the AVG, were United States air cadets at the same time at Love Field, Dallas.

The sturdy, gray-thatched AVG surgeon, Dr. Lewis J. Richards of Parsons, Kan., says he is without patients now.

The latest word of Flier Frankie Swartz of Dunmore, Pa., who was injured gravely in the Japanese bombing of an R.A.F.-AVG base in Central Burma late in March, is that he is progressing nicely in a Calcutta Hospital and probably will be sent home to the United States soon.

Dr. Richards' quick work in the raid is credited with saving Swartz' life.

The AVG's newlyweds, Pilot Fred Hodges of Memphis, Tenn., and the former Helen Anderson of Rangoon, daughter of an English warrant officer, are in a corner making plans about their future after the war.

They were married last week in this clubroom. The bride carried roses and orchids and was given away by Dr. Richards.

Last Wednesday she stood praying on the ground while her husband shot down one of 10 Japanese planes that fell that day on the Chinese-Burmese frontier.

Tonight the big blue battleground in the sky is full of stars and empty of danger.

Anyway this is another area that a member of SCHAF can start looking into; any takers?

Good reads-

In November of 1940 members of the naval staff of the Japanese Embassy in Rome looked over the harbor of Taranto, Italy and gazed upon the scene in amazement. They saw a crippled fleet. They took notes and pictures and then they went back to Rome and wrote their reports for transmission back to Tokyo. The Royal Navy's Fleet Air Arm had done something extraordinary; they had neutralized, maybe even knocked the Italian Navy out of the war. And, they had done it with 21 obsolete biplanes carrying torpedoes. [The Attack on Taranto](#) by Thomas Lowry and John Wellham argues that the successful British raid on November 11th, 1940 on Taranto by Swordfish biplanes would plant the seed of an idea in the minds of Japanese naval planners, a seed that would blossom into the infamous attack on Pearl Harbor

on December 7th, 1941. Well written, detailed and a must for anyone interested in the evolution of naval aviation. It's on my bookshelf.

In Memoriam-



Col. James Hare



Col. Hare at 70th anniversary of CAAB



Wicked Wabbit

Colonel James Clark Hare passed away peacefully on June 10th, 2013. He was born in New Brookland (now Cayce) and joined the Army Air Corps in 1941 and earned his pilot's wings in 1943. He flew P-47 Thunderbolts in Italy and Corsica during the Second World War where he flew 193 combat missions and also served tours in Korea and Viet-Nam. He also served as commandant of the Fighter Weapons School at Nellis Air Force Base in Nevada. He retired as a full Colonel from the United States Air Force. Colonel Hare was present in Columbia at 2011 at events commemorating the 70th anniversary of Columbia Air Base where he was reunited with his plane the "Wicked Wabbit."

Feedback-

Heard from Anna Amick who was interested in the F4U Corsair that Berry Avent is restoring in Cheraw. She says she met a man a few years back who said there is a Corsair in Lake Murray and that someone researched the matter for the Celebrate Freedom Foundation. She is going to try and track him down. An area we might want to pursue. She also mentioned that there are stories of a Corsair that crashed in World War II on private property near McIntire Joint National Guard Base. Rumor is there might be some artifacts there. The Corsair near McIntire reportedly was one the planes built under license by Brewster Aeronautical (builders of the infamous Buffalo) and not by Chance-Vought, again, an area worth pursuing.

Also heard from Bruce Rippeteau, who used to be with the Celebrate Freedom Foundation and taught at USC and is a member of SCHAF. He is now retired and splits his time between Nebraska and upstate New York and is still very interested in and supportive of the work of SCHAF. Good to hear from you Bruce. Please, keep in touch.

Also heard from Rachel Haynie, author of the book [Cornfield to Airfield -A History of Columbia Army Airbase](#) . Rachel is a long time member of SCHAF and helped put together the display about the Doolittle Raiders at Columbia Metropolitan. If you don't have her book, pick up a copy today. It's worth it.

Another friend of SCHAF I heard from is Charles Baxley from Lugoff. Charles is a history and aviation buff. Recently he showed me a patch from 617 Squadron (the Dambusters) that a friend in the UK gave him. Charles says this man was a mechanic for 617 Squadron and

actually worked on the Avro Lancasters used in the historic raid. Thanks for sharing with me Charles.

Odds and ends-

Governor Nikki Haley has proclaimed August 19th through the 23rd as South Carolina Aviation Week. A number of activities are planned. Several SCHAF members are also members of the South Carolina Aviation Association and will be taking part.

Ken Berry sent a link to an interesting short file on YouTube about an American pilot in a USAAF squadron that flew photo-recon Spitfires during World War II. The film is called *Spitfire 944*. Here's the link:

http://www.youtube.com/watch?v=ie3SrijLcUY&feature=youtube_gdata_player

If you've been following aviation news over the past few months you may have noticed that a German Dornier DO-17 from World War II was recently discovered buried off the coast of England. Recovery efforts started earlier this year and recently it was brought to surface. Plans are to restore this participant in the Battle of Britain. Here's a link to a story on the BBC:

<http://www.bbc.co.uk/news/uk-22846645>

Last month we posted a chart of roundels from various air forces around the world and asked how many you could identify. Here are the answers. Starting with the top line, left to right: Top Line: New Zealand, Argentina, France, Ghana, Zimbabwe, Pakistan; Line 2: Greece, Spain, Finland, Chile, Kenya; Line 3: Italy, Turkey, Australia, Ghana (or Congo, Bolivia), India; Line 4: Jamaica, Egypt, Iran, Slovenia, Japan; Line 5: Ireland, Belgium, Netherlands, Thailand, Sweden; Line 6: Nigeria, Albania, Czech Republic, Libya, Venezuela. How many did you get right? By the way, last month's chart and the answers come from [Vintage Wings of Canada](#), a great website. If you haven't paid a visit do so as soon as you can.

Here's our next trivia question. Two South Carolinians played important roles in the formation and operation of the American Volunteer Group-The Flying Tigers. Who were they? Can you name one, possibly both? Send in your guesses, answers next month.

In Closing-

That's all for now, as always if you have news of upcoming events, items of interest, ideas, thoughts or suggestions, or just want to say 'hello,' please [e-mail](#) me or any of the board members for inclusion in future newsletters. We have a lot going on and more is planned. Get in touch with one of the board members or another member and volunteer your services. Your involvement will help make SCHAF an even better organization. **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.

Till next time

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