



SCHAF Newsletter for August 2013

Greetings to all SCHAF members-

It's been a hot and wet summer but it's also been a very busy and productive one for the South Carolina Historic Aviation Foundation. More people are starting to hear about our organization and the things we are working to accomplish and the word is getting out that some great things are in the works.

July Board Meeting-

The board of SCHAF met Thursday, July 18, 2013 at Hamilton/Owens Airport in Columbia. The big news is that the foundation's B-25 bomber GF-2 has new living quarters. Present were Cantzon Foster, Ron Shelton, Ken Berry, Xen Motsinger, Scott Linaberry, Richard Hill, Mary McIntosh and myself. Cantzon and Ken have leased the corporate hangar nearest the terminal of Hamilton/Owens and GF-2 will call that home while the anticipated renovation of the Curtis-Wright hangar takes place. Given that the roof of the C-W hangar was leaky this gets GF-2 into a much improved environment and will also allow for restoration work to resume. In the coming months a number of things are planned as far as restoration. Already some small restoration and touch-up projects have taken place and are underway. A number of other items belonging to the foundation are being stored in the hangar and it gives us a workplace to start bringing displays and the like together. It was also decided that the open house hours the second Saturday of each month will be 10am to 12noon. Those same Saturdays volunteers are needed to work at cleaning up the hangar and helping with restoration. There could also be other "Membership Saturdays." Now is the time to get involved. We need folks who are willing to get their hands dirty.

There was also discussion about the many roles and purposes of SCHAF. While history and military aviation are important parts of what we are about it was agreed that a major part of SCHAF's is to interest coming generations not only in aviation history but also in the future of aviation as well as educating young people about the many aspects of the aerospace industry and its importance to the Palmetto State. In the coming months there will be a renewed emphasis on educating young people on, not only history, but areas such as technology and careers and being part of aviation's future. There was general agreement among board members that education in its many aspects is SCHAF's main mission.

July Open House-

A good open house on Saturday, July 13th; a good group of interested people showed up. The open house took place in the corporate hangar that is now home to GF-2. Among the SCHAF members present were Cantzon Foster, Ron Shelton, Ken Berry, Niall McLaughlin, Mary McIntosh, Ron Skipper and myself. Also a number of other interested people dropped. It was a real pleasure to meet Marvin Williams who is with the Spann Watson Chapter of the Tuskegee Airmen and is National Parliamentarian for the Tuskegee Airman. Cantzon spent quite a while talking with Marvin about ways SCHAF and the Tuskegee Airmen can work together on various projects and Marvin and I had a great time talking about South Carolina aviation history. Marvin it was great to meet you. Hope to see you again at future SCHAF events. It was also great to see SCHAF member Niall McLaughlin and his sons. Niall was in Virginia Beach at the Military Aviation Museum in May when a number of aircraft from the Canadian Warplane Heritage

Museum were set to take part in an air show which included the only airworthy De Havilland Mosquito, An Avro Lancaster, some Spitfires and Hurricanes and a P-40. Bad news is that weather meant the air events for the most part had to be scrubbed. Good news is the “mossie” and the “lanc” and the fighters took part in an air show in Hamilton, Ontario a few weeks later he was able to attend. He showed me some great pictures which I’ll include in a future newsletter. Believe me, the photos are impressive. Great to see you again Niall.



GF-2 in her new hangar



Niall McLaughlin and Ron Shelton

Salute From the Shore 2013-



In past years the Salute From the Shore has become a July 4th tradition in the Palmetto State as F-16's from Shaw Air Force Base fly the coast of South Carolina in honor of the men and women who serve their country proudly. This year because of sequestration the F-16's were not able to take to the skies. However owners of a number of historic aircraft including SCHAFA member Barry Avent stepped up and provided folks on the coast with an exciting salute to America's military by flying vintage aircraft from Cherry Grove to Hilton Head. Barry led the formation in his C-47 "Bones," also taking part a couple of Beech C-45's and a Globe Swift monoplane. Below is a picture of Barry's C-47 earlier this year at Hamilton/Owens Airport in Columbia.



Thank you Barry and all of the others who are making Salute From the Shore an ongoing 4th of July tradition In South Carolina.

Historical Notes-

A couple of newsletters ago, we mentioned Gen. Lewie Merrit, a South Carolinian who played an important role in the development of close air support doctrine of the United States Marine Corps. How many of you know that the man credited with being the “architect of naval aviation” in the United States Navy also had South Carolina roots? Rear Admiral William Adger Moffett was born in 1869 in Charleston, South Carolina. He would graduate from the United States Naval Academy at Annapolis in 1890. In 1914 he would be awarded the Medal of Honor during the landings at Vera Cruz, Mexico. During the First World War he was commander of the Great Lakes Naval Training Station near Chicago where he would start a training program for naval aviators. In 1921 he would become the head of the newly created Bureau of Aeronautics of the U.S. Navy and would become known as the “air admiral” even though he was not a flyer himself. Moffett was also an advocate of lighter-than-air airships or dirigibles. He would lose his life in the crash of the airship USS Akron, then the largest dirigible in the world, in 1933. Moffett is buried at Arlington National Cemetery. Naval Air Station Moffett Field is named in his honor and during World War II the destroyer USS Moffett (DD-362) would see action in the Atlantic.



Rear Admiral William A. Moffett



USS Akron

Link to webpage at Patriot's Point website [about Moffett](#).

Link to an interesting article about an African-American gentleman named Willie Patterson, who worked for Elliott White Springs- South Carolina textile magnate and World War I fighter ace. One of the unsung heroes of South Carolina and American aviation history.



Elliott White Springs



Willie Patterson

<http://www.myfortmill.com/The%20Contact%20Man%20by%20Ken%20Dixon.pdf>

An interesting item sent to me by an English friend who now lives in South Carolina. Thought I'd pass along:

The underbelly of history. A lot of stories like this buried with the men who fulfilled the missions...

In the lighter moments of WWII, the Spitfire was used in an unorthodox role: bringing beer kegs to the men in Normandy.

During the war, the Heneger and Constable brewery donated free beer to the troops. After D-Day, supplying the invasion troops in Normandy with vital supplies was already a challenge. Obviously, there was no room in the logistics chain for such luxuries as beer or other types of refreshments. Some men, often called 'sourcers', were able to get wine or other niceties from the land or rather from the locals. RAF Spitfire pilots came up with an even better idea.

The Spitfire Mk IX was an evolved version of the Spitfire, with pylons under the wings for bombs or tanks. It was discovered that the bomb pylons could also be modified to carry beer kegs. According to pictures that can be found, various sizes of kegs were used. Whether the kegs could be jettisoned in case of emergency is unknown. If the Spitfire flew high enough, the cold air at altitude would even refresh the beer, making it ready for consumption upon arrival.

A variation was a long range fuel tank modified to carry beer instead of fuel. The modification even received the official designation Mod. XXX. Propaganda services were quick to pick up on this, which probably explains the official designation.

As a result, Spitfires equipped with Mod XXX or keg-carrying pylons were often sent back to Great Britain for maintenance or liaison duties. They would then return to Normandy with full beer kegs fitted under the wings.

The Spitfire had very little ground clearance with the larger beer kegs.

Typically, the British Ministry of Revenue and Excise stepped in, notifying the brewery that they were in violation of the law by exporting beer without paying the relevant taxes. It seems that Mod. XXX was terminated then, but various squadrons found different ways to refurbish their stocks, most often done with the unofficial approval of higher echelons.

In his book *Dancing in the Skies*, Tony Jonsson, the only Icelandic pilot in the RAF, recalled beer runs while he was flying with 65 Squadron. Every week a pilot was sent back to the UK to fill some cleaned-up drop tanks with beer and return to the squadron. Jonsson hated the beer runs as every man on the squadron would be watching you upon arrival. Anyone who made a rough landing and dropped the tanks would be the most hated man on the squadron for an entire week.



Thanks to Ken Berry for the second picture.

Good Reads-

The story of the Eighth Air Force World War II is one of the truly stirring tales in aviation history. How a small force in 1942 would become a mighty air armada that would rule the skies of Europe by V-E Day is a tale that bears repeating often and in his book [Masters of the Air: America's Bomber Boys Who Fought the Air War Against Nazi Germany](#) Donald Miller tells of the heartbreak and heroism of the men who flew the bombers and the men who made them ready for their missions. All of the familiar names are here: Doolittle, Arnold, Spaatz and Eaker. You also get a feel for the political battles involved with the strategic bombing campaign; the

egos and pride involved in the decisions that would affect the lives of the aircrew who flew and fought to liberate Europe. Miller also paints a gripping picture of the stress and trauma experienced by Eighth Air Force aircrew and their heroism in dealing with it and doing their job. Any student of the air war in Europe should give Miller's book serious consideration. I would like to add in that Lt. General Ellie Given "Buck" Shuler, who is in the S.C. Aviation Hall of Fame, became commander of the Eighth Air Force. Gen. Shuler was instrumental in the Mighty Eight Air Force museum in Savannah, Ga. His son Col. Buck Shuler, who is with the S.C. Air National Guard is a SCHAF member. Plans are to feature Gen. Shuler's story in a future newsletter.

Feedback-

Have heard from a number of people; glad you like the newsletter and find it interesting. Bob Seigler said he has heard of the Corsair that crashed in a pond near McIntire. He also has some articles regarding a couple of Corsair II jets that collided over Jake's Island at Lake Murray and that he'll try to track them down to share with everyone. Ron Shelton says he was taken to the crash site near McIntire a few years back and there's nothing left except some crumbled metal. Heard from Robert Brutschy. Glad you enjoyed the newsletter. Also heard from faithful reader Bob Lineberger. Thanks for staying in touch. Also heard from Bob Philp who sent along an interesting story and some pictures that I'll be including in a future newsletter. Another member I heard from is Sandy Wright, whose father flew a B-25 in World War II. Sandy is very enthusiastic about the foundation getting some sort of museum underway. Good to hear from you.

Odds and ends-

An interesting video on YouTube; it shows Scott Linaberry pushing the foundation's B-25 back into the Curtis-Wright Hangar after the first open house in June. The footage was shot by SCHAF member Tyson Boheler. Here's the link: http://www.youtube.com/watch?v=w-Wm2o-sMKM&feature=youtube_gdata_player .

Recently SCHAF member Gary Byrd sent a link to a really great site dealing with B-25 Mitchell bombers and the story of Tallmantz Aviation which did a lot of the aerial photography for movies in the 50's and 60's including *"Catch-2, Twelve O' Clock High* and *Flight of the Phoenix* (the original)." Includes info on their B-25 camera ships and pictures of a lot of other historic airplanes. Thanks Gary. Here's the link: <http://www.aerovintage.com/tallmantz.htm> .

Our trivia question last month concerned the AVG or Flying Tigers. Two South Carolinians played important in the foundation and operation of the famed World War II fighter group. Who were they? Well the first was William "Bill" Pawley. He was born in Florence, South Carolina and attended Gordon Military in Barnesville, Georgia. He was the Curtis-Wright representative in China and set up CAMCO or the Central Aircraft Manufacturing Company. The men who signed up as pilots and ground crew for the AVG actually signed a contract with CAMCO. Pawley was a controversial figure and Claire Chennault, for one, did not like him. He would also play a role in the formation of Hindustani Aircraft (now Hindustani Aeronautics) in India. It just so happens that I went to high school at Gordon Military (at the time a four year high school and two year junior college- it has since become a civilian institution and part of the state system in Georgia) and at my graduation in 1971 the commencement speaker was Bill Pawley. He would die of gunshot wounds in 1977. His death was ruled suicide. Another historical footnote, his son Bill, Jr. dated Elizabeth Taylor in the late 1940's.



Bill Pawley



Claire Chennault and Skip Adair

The other South Carolinian associated with the AVG was C.B. "Skip" Adair, who would recruit many of the pilots who served in the AVG. He also, for a period served as Executive Officer for the AVG. He grew up in Columbia; one source says he was Columbia's first Eagle Scout. He graduated from Columbia High School and the University of South Carolina and before his association with the Flying Tigers Adair was recruited by Chennault as an instructor for the Chinese Air Force. After the AVG he became part of the Army Air Force and would serve as an operations officer with the China Air Task Force. He would reach the rank of Colonel. He passed away in Greenville, South Carolina in 1992.

Here's our trivia question for next month. The 1955 British movie *The Dambusters* is considered a classic and rightfully so. It not only tells the story of the famous "dams raid" in 1943 by 617 Squadron of RAF Bomber Command, but it marks the first film appearance by an actor who would later go on to star in two iconic TV series in the 60's. One was an international hit involving spies and espionage, while the other became a cult classic that some say is the "most intelligent TV series ever made." Here's another hint: he also starred in a movie that legend has it Howard Hughes watched repeatedly in his later years. Picture below; who is the actor? Answer next month.



In Closing-

Well, that wraps up this month's SCHAF newsletter. 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.

See you next month.

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