



SCHAF Newsletter for August 2014

Reminder: The next SCHAF Open House will take place Saturday, August 9, 2014. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings-

The board of the South Carolina Historic Aviation Foundation held its monthly meeting in the terminal at Hamilton/Owens Airport on Thursday, July 17th. SCHAF president Cantzon Foster proposed the election of new officers for SCHAF. Elected president by the board was Ken Berry, Ron Shelton was elected vice-president, Cantzon Foster was elected treasurer and elected secretary David McIntosh. In making his proposal Cantzon said in the coming months work should begin at setting up committees in an effort to get more members involved in various projects. Plans are for a meeting of the full membership in the fall where volunteers will be sought for various committees. During that meeting there will be discussion of the revision of SCHAF's by-laws. Will keep everyone posted.

There was also discussion on the Curtis-Wright hangar project. The contract between Richland County and C-W Partners expired in early July although the board was told by Scott Linaberry that there is still great interest on the part of the county and the City of Columbia that the building be preserved and renovated. It was agreed that SCHAF should look into possibly becoming a lead organization in the efforts.

There was also discussion on the feasibility of acquiring a B-25 bomber that has been in Virginia. The plane has been purchased by an individual in Argentina, who removed most of the military equipment leaving about 60% of the plane intact. Gary Byrd is continuing to look into whether or not the foundation can acquire the plane or parts of it at a reasonable price. The foundation has not committed itself to a purchase and the matter is still under study.

Members present at the board meeting were Cantzon Foster, Ron Shelton, Richard Hill, Ken Berry, Scott Linaberry, Niall McLaughlin, Gary Byrd, Xen Motsinger and myself.

On the 4th of July a Palmetto State tradition took place as the fifth annual Salute From the Shore honored America's military. SCHAF member Barry Avent was among those who flew the South Carolina coast from Cherry Grove to Hilton Head as a way of saying thanks to those who have protected our freedom. I was fortunate enough to be at Litchfield by the Sea that afternoon and caught a picture of Barry's C-47 "Bones" and an SNJ and a Beechcraft as they flew overhead. It was taken with a smartphone so it's not the best picture. The beach was packed with appreciative people. It was great.



Here's a link to a video for this year's fly-over. Look closely, you'll see GF-2, the foundation's B-25 Mitchell in a few scenes: <http://www.youtube.com/watch?v=Bvz6AIA05V8&feature=youtu.be>. A tip of the hat to Jim Hamilton for providing the link. By the way, Barry is a former South Carolina Aeronautics commissioner and his C-47 "Bones" took part in Operation Market Garden during World War II.



South Carolina pilots pay tribute to veterans during Salute from the Shore. C-45F Harold Ewing (Sumter, SC); C-47A Barry Avent (Bennetsville, SC), SNJ-7 Bobby Jonte (Greeleyville, SC) near Bulls Island.

Thought I'd include a few more pix from the successful D-Day 70th anniversary USO Dance because I didn't have room last month. Below a classic Auburn roadster that drew a lot of admiring looks. Also SCHAF member Tim Hopkins and his wife, Tim, by the way, before his current career as an educator in Kershaw County was an officer in the United States Air Force. Love the "Keep Calm" sign behind them.



Before the successful USO Dance I had the pleasure of being on the air with Clare DeLune, host of the BluesMoon program on WUSC-FM and she was kind enough to send a link to some audio of the interview. If you like blues and swing music you should check it out Tuesday evenings on WUSC-FM at 90.5 from six until eight. You'll like what you hear. Here's the link for the interview: <https://www.youtube.com/watch?v=X5CgwJyJoDo> . The interview is also on the multimedia page of the SCHAF website.

Some great news for SCHAF; earlier this year the Richland County Conservation Commission awarded a \$10,000 grant to the foundation to be used in the refurbishment of the cockpit and bombardier's area of GF-2. In the coming months we will be looking for volunteers to help us with the work. If you're good with your hands or tools please step forward and get involved. Just another example of how SCHAF is moving forward and making progress.



Ron Skipper inspecting GF-2 as part of planning for future restoration

A successful open house on Saturday, July 12, 2014 as we had a number of young visitors who were taking part in EAA 242's Young Eagles program. SCHAF members who were there to help included Cantzon Foster, Ken Berry, Richard Hill and Ron and Linda Skipper. Also Ron and Linda brought their grandson Henry Shields who pitched in and helped with cleaning up the hangar. Thanks Henry for helping out that day.



Henry Shields

Historical Notes-

Here's an interesting story sent in by SCHAF member Nelson McLeod. Thanks Nelson.



This story is confirmed in Elmer Bendiner's book, *The Fall of Fortresses*.

Sometimes, it's not really just luck.

Elmer Bendiner was a navigator in a B-17 during WW II. He tells this story of a World War II bombing run over Kassel, Germany, and the unexpected result of a direct hit on their gas tanks. "Our B-17, the Tondelayo, was barraged by flak from Nazi anti-aircraft guns. That was not unusual, but on this particular occasion our gas tanks were hit.

Later, as I reflected on the miracle of a 20 millimeter shell piercing the fuel tank without touching off an explosion, our pilot, Bohn Fawkes, told me it was not quite that simple. "On the morning following the raid, Bohn had gone down to ask our crew chief for that shell as a souvenir of unbelievable luck.

The crew chief told Bohn that not just one shell but 11 had been found in the gas tanks. 11 unexploded shells where only one was sufficient to blast us out of the sky. It was as if the sea had been parted for us. A near-miracle, I thought.

Even after 35 years, so awesome an event leaves me shaken, especially after I heard the rest of the story from Bohn.

"He was told that the shells had been sent to our armorers to be defused. The armorers told him that our Intelligence Unit had picked them up. They could not say why at the time, but Bohn eventually sought out the answer. "Apparently when the armorers opened each of those shells, they found no explosive charge. They were as clean as a whistle and just as harmless.

Empty? Not all of them! One contained a carefully rolled piece of paper. On it was a scrawl in Czech. The

Intelligence people scoured our base for a man who could read Czech. Eventually they found one to decipher the note. It set us marveling.

Translated, the note read:

"This is all we can do for you now...
Using Jewish slave labor is never a good idea."

Given that World War I, the Great War, started a hundred years ago it's only fitting that we take a look at the war where aviation advanced from infancy to a form of combat that in the coming years would assume paramount importance in the way that campaigns would be conducted. Here's an interesting set of photographs from The Atlantic magazine dealing with the war in the air during the First World War: <http://www.theatlantic.com/static/infocus/wwi/wwiair/> . Remember one of the leading American fighter pilots of World War I was a South Carolinian, Elliot White Springs. He would later author the best seller *War Birds: Diary of an Unknown Aviator*.

Here's a great video on YouTube, a final check before the launch of a jet from the U.S.S. George H.W. Bush: <https://www.youtube.com/watch?v=R0Kvl4P9ROk>

Good Reads-

[Clash of the Carriers: The True Story of the Marianas Turkey Shoot](#) by Barrett Tillman. In June of 1944 while momentous events were taking place in Europe another event would take place on the other side of the world which would be just as important in determining the outcome of World War II. In the Pacific two great fleets were lining up in opposition and when it was over Japanese naval power would be neutered. The Imperial Japanese Navy's air arm would be crippled as an offensive force and the United States Navy would continue its march across the Pacific. Barrett Tillman has written an entertaining and engrossing about a battle where the carrier forces of two enemies would meet and the result would be what American pilots would come to refer as "the Great Marianas Turkey Shoot," a resounding victory for American naval aviation. Read and enjoy.

Odds and Ends-

An item sent in by SCHAF board member Gary Byrd regarding Lt. Gen "Buck" Shuler, one of the men behind the 8th Air Force Museum in Savannah. His son Col. E.G. Shuler is a SCHAF member

The Citadel - The Military College of South Carolina presented an honorary degree to Museum Vice Chairman and retired USAF Lt. General E.G. "Buck" Shuler, Jr., during commencement exercises for the South Carolina Corps of Cadets on Saturday, May 10, 2014.



From left to right; Lt. Gen. John W. Rosa, USAF, Ret., President of The Citadel; Lt. Gen. W. Michael Steele, USA, Ret., Chairman of the Board of Visitors; Lt. Gen. E.G. "Buck" Shuler, Jr., USAF, Ret.; B/G Sam Hines, South Carolina Militia, Provost & Dean of The Citadel.

Gen. Shuler was commissioned in the U.S Air Force after graduating from the Citadel in 1959 with a degree in Civil Engineering.

During his 32 year Air Force Career, Gen. Shuler accrued more than 7,600 flying hours, flying 107 fighter combat missions in Vietnam as well as 17 combat support sorties in the Korea Pueblo Crisis, Panama's Operation Just Cause, and the first Persian Gulf War.

He also commanded two non-tactical squadrons, two B-52 bombardment wings, two SAC air divisions in the Eighth Air Force and served as the Director of Operations for the Strategic Air Command.

Gen. Shuler served as chairman of the board and chief executive officer of the National Museum of the Mighty Eighth Air Force and was responsible for the museum's construction and operational status. He continues to serve on the board as Vice Chairman and serves on the board of the Eighth Air Force Foundation.

In recognition of his distinguished military service and his loyalty to his alma mater, The Citadel Board of Visitors presented Lt. Gen. Shuler, Jr., with the honorary degree of Aerospace Science.

Heard from SCHAF member Bruce Rippeteau who is also one of the founding members of the Celebrate Freedom Foundation which has done so much over the years to educate the public about the contributions of America's military men and women; Bruce is up on the St. Lawrence River for the summer and has been traveling quite a bit. Good to hear from you Bruce.

SCHAF board member Gary Byrd sent this link to a newspaper article in The Wichita Eagle. The B-29 "Doc" is expected to take to the air later this year. Here's the link: [Historic B-29 Superfortress 'Doc' expected to fly by year's end | Wichita Eagle](#). Gary also sent in this link about the discovery of some Spanish built Messerschmitt Bf109 airframes that were found in a barn in Texas. Here's the link: <http://www.warhistoryonline.com/war-articles/stop-press-barn-finds-sale-license-built-messerschmitt-109g.html>. Thanks Gary.

SCHAF member Mac Horton sent in this link for a F-16 pilotless drone that is being developed by Boeing: <http://video.boeing.com/services/player/bcpid1173939806001?bckey=AQ~~%2cAAAAukPAIqE~%2coAVq1qtdRjwBrIkHYj2MSytJiEK9s5fy&bclid=0&bctid=2684464741001>. Great video. Thanks Mac.

Would like to welcome a new member to SCHAF, Ted Podewil; Ted is very active in a number of military history organizations including Military Timeline Impressions, the American Legion, the VFW and 82nd Airborne Historical Society. Ted, glad to have with us, we'll be calling on your expertise in the future.

Thanks to SCHAF member Anna Amick who tells us that the National Reunion of the Veterans of the Battle of the Bulge is taking place in Columbia August 30th through September 2nd. Here's the info:

The National Reunion of the Veterans of the Battle of the Bulge will be held in Columbia, August 30 through September 2, 2014. There will be an autograph session at the State Museum from 2 until 5 p.m. on Sunday, August 31st. The public may purchase posters and books for autographs at that time. Sunday night 7 to 10 p.m. enjoy a dinner dance with the veterans and the Harry James Orchestra at the Columbia downtown Marriott Hotel. Tickets are \$45.00 per person or \$75.00 for a couple. Contact Barbara Mooneyhan at 803 345-3092 to reserve your tickets.

Our trivia question last month was "who was the first woman to fly the English Channel?" The answer is American Harriet Quimby. In 1911 she became the first woman in America to earn a pilot's certificate when she was awarded a license by the Aero Club of America. On April 16, 1912 she flew from Dover, England and landed on a beach about 25 miles from Calais. The flight took 59 minutes. Quimby's accomplishment was overshadowed by a tragedy that had taken place the day before in the icy waters of the North Atlantic when the RMS Titanic struck an iceberg and sank with a great loss of life. Her achievement was buried in the back pages of newspapers full of coverage of the great maritime disaster involving the White Star liner. Quimby fell to her death on July 1st, 1912 when she was pitched out of her plane and fell to the ground at an aviation event in Boston.

Ron and Linda Skipper had the right answer. Within a few minutes of sending out the newsletter Linda replied with the correct answer.



Harriet Quimby

Now here's our trivia question for next month. This airplane began its career with a reputation for being difficult and dangerous aircraft to fly. You had to be a top-notch pilot to fly one these bombers (that's a hint) and if you let your guard down it could bite back. It went by a number of different and sometimes unflattering monikers. Yet by the end of World War II it would have the lowest loss rate of any Allied bomber with only 0.5% of them lost during combat missions. What airplane am I talking about? 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. Also, get involved with the foundation. **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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