



## SCHAF Newsletter for August 2015

**Reminder: The next SCHAF Open House will take place Saturday, August 8, 2015. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.**

### Foundation Happenings-

Greetings to all members and friends of the South Carolina Historic Aviation Foundation. It's been a hot summer and things have slowed down a bit but the foundation continues to make progress in a number of areas and more and more people are finding out about SCHAF and becoming interested in helping preserve the aviation heritage of the Palmetto State. Let's jump on in and see what all has been going on the past month.

A small but good open house on Saturday, July 11<sup>th</sup>. A group from Camden paid a visit and there were several individual visitors including a return visit from Alton Blankes, a World War II Navy veteran who is supporting SCHAF's development of some display boards honoring the trainees who lost their lives at Columbia Army Air Base during the Second World War. One of the trainees was Lt. Thomas Neal of Columbia, S.C. Alton was a friend of the family and knew Lt. Neal. The boards should be ready soon. The proofs look really great. Here's one of the pictures that will appear on the display board.



The board of Directors of the South Carolina Historic Aviation Foundation met on Thursday, July 16, 2015 at Hamilton-Owens Airport. Board members present were Ken Berry, Ron Shelton, Cantzon Forster, David McIntosh and Scott Linaberry. Also present was Mary McIntosh.

It was reported that the South Carolina Historic Aviation Foundation has received a second grant from the Richland County Conservation Commission for the ongoing restoration of GF-2, this one for the 2015/2016 fiscal year. It was agreed that in the coming months an orderly plan for the restoration project will be developed. The plan will include a schedule of work and proposed expenses and parts purchases. The plan will be developed by Richard Hill who is heading up the restoration project. Even with the hot weather work on the cockpit and nose section restoration of GF-2 continues thanks to the dedicated efforts of a number of SCHAF members and volunteers. Our thanks to the Richland County Conservation Commission for their continued support.

There was also discussion about fund raising. In recent months a number of people have expressed interest in helping with fund raising for SCHAF. The board will be talking with them and we'll keep everyone posted. As SCHAF grows the need for more funds will become more important.

Also a report on SCHAF's successful participation in the Southeast Aviation Expo in Greenwood in June. Met a lot of nice people who expressed interest in what SCHAF is trying to accomplish. There was also discussion about future events including another hangar dance later this year. Agreement that it should take place in the fall when the weather is cooler.

It was also reported the SCHAF member Rachel Haynie has started making arrangements for the display of the paintings donated to SCHAF by the estate of Jacquelyn Maxwell Gambrell. The artwork was done by her late husband Reuben Gambrell who served in the United States Army Air Forces in the Pacific during World War II as an artist with a public relations unit. One of the goals is to eventually have an art show or exhibit that can be sent around the state as part of SCHAF's promotional efforts.

Made mention that SCHAF was at the Southeast Aviation Expo in Greenwood in June. One of the folks met was John Hess who brought his Beech AT-11 trainer to the expo. It was used to train bombardiers during the Second World War. Below is a picture of an AT-11 (not John's).



In July SCHAF member Ted Podewil was able to attend a presentation by author James Scott to the South Carolina Military History Club. Scott is the author the new book [Target Tokyo](#) , which has received very positive reviews and some are calling the definitive book on the Doolittle Raid in 1942. Ted says it was a great presentation. Here's an article in the Smithsonian Magazine featuring an excerpt from the book: <http://www.smithsonianmag.com/history/untold-story-vengeful-japanese-attack-doolittle-raid-180955001/?no-ist> . I have read portions of the book and it is really great. By the way, James is a South Carolinian who calls Charleston home.

## Historical Notes-

Here's a link to another organization that is doing great work at making sure that America's aviation heritage is not forgotten and educating future generations about the sacrifices of earlier ones, the 345<sup>th</sup> Bomb Group Association. The association honors the memory of the 345<sup>th</sup> Bombardment Group, which fought in the Pacific during World War II. They called themselves the "Air Apaches" and become legendary as "ship busters" who gave the Imperial Japanese Navy and the Japanese Merchant Marine all they could handle. They have a great website and put out a newsletter called The Strafer. The latest edition of The Strafer has an article by Ron Shelton recounting the story of GF-2. Here's a link to the 345<sup>th</sup> website: <http://www.345thbombgroup.org> . Here's the link to the July 2015 edition of The Strafer, go to page 5 for the article on GF-2: <http://www.345thbombgroup.org/July%202015%20newsletter.pdf> . A historical note, the 345<sup>th</sup> was

activated at Columbia Army Air Base in November of 1942. A few years back the 345<sup>th</sup> Bomb Group Association held their reunion in Columbia.



Earlier this year SCHAF members Valerie Anderson and Ron Shelton produced a video dealing with the experiences of the late Col. Dan Rossman, who was the left seat student pilot of GF-2 on June 6, 1944, the day she was forced to ditch in Lake Greenwood. The video was part of the SCHAF display at the Southeast Aviation Expo. Valerie has offered to provide DVD copies to anyone who is interested. Here's her e-mail: [valerie@caycehouseofcats.com](mailto:valerie@caycehouseofcats.com) . Here's a link to the video on the internet: <https://vimeo.com/130631626> .

Here's another South Carolinian who made a contribution to aviation history; John O. Donaldson. If the name sounds familiar there's a reason, Donaldson Air Force Base, which was located in Greenville and is now known as Donaldson Center, was named in his honor. John Owen Donaldson was born in Fort Yates, North Dakota, the son of Major General Thomas Quinton Donaldson, who was a Greenville native. His mother was born in Marion, South Carolina and was the daughter of the president of Lander College. Donaldson would spend his youth in Greenville, graduating from Greenville High School and would attend Furman University for a year before going to Cornell. He was commissioned a 2<sup>nd</sup> Lieutenant in the spring of 1918 and attached to the Royal Air Force. He shot down seven Germans, was also shot down, would escape, be recaptured and escape again. He ended the war a Captain in the U.S. Air Service. He would work in aviation after World War I and was killed in a crash in 1930. In 1951 Greenville Air Force Base would be renamed in his honor. Here's a link to an [article about Donaldson](#) on the Furman University website.

Good article at the Smithsonian's Air & Space site; [A History of World War II in 25 Planes](#).

Here's an interesting article from the Daily Telegraph of London. It seems that a picture of what might have been the last bomb dropped on Germany during World War II by the RAF has been discovered. Follow this link: <http://www.telegraph.co.uk/news/uknews/11577234/Photograph-discovered-of-last-RAF-bomb-dropped-on-Germany.html> .

In July the folks across the pond in the UK celebrated the memory of the "few" and the Battle of Britain, the aerial confrontation that marked the heroic victory of the RAF over Hitler's aerial armada, with a number of events. Here are some links about this year's celebration: Five things you didn't know about the Battle of Britain: <http://www.channel4.com/news/five-things-you-didnt-know-about-the-battle-of-britain> . Flyby of historic and modern aircraft:

<http://www.cityam.com/219922/spitfires-hurricanes-and-typhoon-fighter-jets-take-part-battle-britain-flypast-over-buckingham> . Some staggering statistics about the Battle of Britain: <http://www.independent.co.uk/news/uk/home-news/battle-of-britain-75th-anniversary-the-staggering-numbers-behind-the-fourmonth-war-over-uks-skies-10380910.html> .

When you think of Bugatti you think of super expensive automobiles for the super-rich, or historic race cars from the 1930s. But, do you think of airplanes. Well. Before the Second World War Bugatti started development on a racing plane that was well advanced over anything else in the air. But then the war came and the plane was hidden away to keep the Nazis from getting their hands on this aeronautical marvel. Here's the story:

<http://gizmodo.com/the-500-mph-superplane-that-bugatti-had-to-hide-from-th-1535579524#>

## Good Reads-

[\*\*\*Bomber Missions: Aviation Art of World War II\*\*\*](#) by G.E. Patrick Murray. A really nice looking coffee table book with some great artwork and interesting accompanying text dealing with historic moments in various air campaigns during the Second World War. Nice job of printing with slick, glossy paper that shows off the artwork to its best advantage. Can be found in the specials section of most major book stores at a reasonable price. If you like aviation art, you'll like this one. Speaking of aviation artwork here's a link to an article about aviation artwork dealing with World War II: <http://www.businessinsider.com/this-stunning-combat-art-reveals-what-aerial-warfare-was-like-during-world-war-ii-2015-7?op=1> .

## Odds and Ends-

Last month's trivia question had to do with airlines. At one time Boeing owned a company called Boeing Air Transport which in the 1930's was split off from Boeing and would merge with Varney Air Lines and another airline. That airline was United, which at one time was the world's largest airline. In recent years United merged with Continental to form a corporation called United Continental and operates as United Air Lines. Now here's the interesting part, William Varney, who founded Varney Air Lines also formed another airline company called Varney Speed Lines which later evolve into Continental Air Lines. So the merger of United and Continental almost represents two companies with a shared past coming back together. Congratulations to Fred Knudsen, who had the right answer. Fred's father first flew for United then later flew for Northwest (or Northwest Orient as it was once known) retiring in the mid-70s. Thanks Fred.

For this month's trivia question we continue our airline theme. One of the most memorable airline advertising campaigns ever was the Eastern Airlines campaign from the early 70's entitled "The Wings of Man." Well-done, classy and featuring someone who folks in broadcasting would say has "a great set of pipes." Just hearing him say "we are the wings of man" would send a shiver down your back. Who was this great voice? Here are a few hints; he directed and starred in what some critics say is the best movie ever made. In the 1930's he went on the radio and frightened the nation. In his later years he was rather rotund. Who was he? We'll tell you next month.

Here's a link to a video that has gone viral on the internet in the past month. It shows one of the Blue Angels flying low over a beach and umbrellas and tents flying into the air to the delight of the crowd. Here's the link: [http://www.dailymail.co.uk/travel/travel\\_news/article-3160620/Blue-Angel-pilots-fly-close-beach-cause-umbrellas-tents-rise-air-wake.html](http://www.dailymail.co.uk/travel/travel_news/article-3160620/Blue-Angel-pilots-fly-close-beach-cause-umbrellas-tents-rise-air-wake.html) .

Another great video link, this one of an F-16 taking off and going to 20,000 feet in 20 seconds: <http://www.businessinsider.com/video-of-an-f-16-high-performance-take-off-up-to-15000-feet-in-45-seconds-2015-7> . The F-16, still the hot rod of the air.

Given that one of the artifacts possessed by SCHAF is a Norden bombsite from World War II, I thought folks would be interested in learning a bit more about this legendary piece of high-tech from another time. In its day it was cutting edge stuff and American bombardiers would use it to place their bombs on enemy targets with greater precision than previously had been possible. Read about the genius of Carl Norden: <http://www.tailsthroughtime.com/2015/07/the-unconventional-genius-of-carl-norden.html> .

An article about the first woman to fly the new Lockheed Martin F-35 Lightning II, Lt. Col. Christine Mau: <http://www.businessinsider.com/r-lockheed-f-35-gets-first-female-pilot-air-force-2015-5> .

Among the bravest of the brave in World War II were the pilots and troops who went into battle in gliders; Wacos and Horsas. They were flimsy aircraft without power and meant to land in what can only be called a "controlled crash." Read about the flying coffins of World War II: <https://www.asme.org/engineering-topics/articles/aerospace-defense/the-flying-coffins-of-world-war-ii> .

Was fortunate to be at Litchfield by the Sea on July 4<sup>th</sup> and again witness what has become a South Carolina Independence Day tradition, Salute From the Shore. This year the jets were back; a couple of F-16s from Shaw Air Force Base in Sumter as well as a number of vintage aircraft including a T-6 Texan, a T-28 Trojan, a

BAC (Hunting) Jet Provost, a Beechcraft AT-18 and Barry Avent's F4U Corsair. A big and appreciative crowd on the beach. Below is a grainy picture of the F-16s (taken with a cell phone camera). Great to have the jets back.



Here's a link sent in by SCHAF member Anna Amick of highlights from the 2014 Budapest Air Show. Really great. Thanks Anna. Here's the link:

[https://www.youtube.com/embed/0px9HFIVYjY?feature=player\\_embedded](https://www.youtube.com/embed/0px9HFIVYjY?feature=player_embedded) .

Good story about the restoration of a rare Consolidated PB4Y-2 Privateer:

<http://www.warhistoryonline.com/war-articles/rare-consolidated-pb4y-2-privateer-here-is-a-behind-the-scenes-look.html> .

One of the hardest places on earth to land an airplane; here's the story of the airport in the tiny Himalayan kingdom of Bhutan: <http://www.businessinsider.com/photos-bhutans-tiny-himalayan-paro-airport-2015-2?op=1> .

Thanks again to SCHAF member Ted Podewil, who is always sending in interesting items. This month he sends in info on Convair B-36 Peacemaker, the first of America's cold-war strategic bombers. Here's a link to a 360 degree panoramic view of the flight engineer's station and the cockpit. Just move your mouse over the picture for the view:

<http://www.nmusafvirtualtour.com/media/062/B-36J%20Engineer.html> .



The Harrier “jump-jet” is truly an outstanding and historic aircraft. It’s ability to take off vertically and in short distances combined with the capacity to carry a varied package of armaments have made it one of the most exceptional ground support attack planes of our time. It has seen service with the RAF, the Royal Navy Fleet Air Arm and the United States Marine Corps. How was it that the “leathernecks” decided that this then radical aircraft was just what they needed to support the troops on the ground? Here’s the story: <http://aviationtrivia.blogspot.com/2015/02/the-marine-corps-bet-on-harrier.html> .

### 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. Your contributions help make producing the newsletter possible. Also, get involved with the foundation. Now is a great time to pitch in because a number of exciting things are already in the works and the fall looks to be a busy time. We’re going to need more people getting involved to keep enjoying the success we have experienced over the past couple of years. **Oh, and by the way, if you have not renewed your membership, please 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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