



SCHAF Newsletter for August 2016-

Reminder: The next SCHAF Open House will take place Saturday, August 13, 2016. 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 busy summer. Even though it's been unbearably hot that hasn't slowed things down as far as SCHAF activities. The restoration of GF-2 continues apace and a visit to the SCHAF hangar at Hamilton-Owens Airport would be worth your while. If you haven't seen our B-25 recently you might be pleasantly surprised. Without further ado let's see what's been going since our last visit.

A really great open house on Saturday, July 9th as SCHAF honored the contributions and memory of the Tuskegee Airmen, the black pilots who did so much to advance equality in the American armed forces and in our nation as well as providing outstanding service in assuring victory over the dark forces that had conquered much of Europe. A large number of young people and others turned out to remember the exploits of the "Red Tails" as they were known. SCHAF members on hand included Ken Berry, David McIntosh, Mary McIntosh, Ron Skipper, Marvin Williams, Alton Blanks, Ted Podewil, Katherine Cuddy and Niall McLaughlin.

The folks from the Spann Watson chapter of the Tuskegee Airmen brought a lot of young people who were excited to hear about the sacrifices of an earlier generation in helping America continue to be great. Ted Podewil brought his display of parachutes and airborne related items and did a great job of talking with the young people about intricacies of airborne operations and the role of paratroopers in the Second World War. It was good to see so many young for the open house. It's important that future generations know of the sacrifices of previous ones in making our country great. By the way, a lot of credit for making July's open house a success should go to SCHAF member Marvin Williams, who is also a member of the Spann Watson chapter of the Tuskegee Airman. Marvin made arrangements for a lot of the young people who showed. Thanks, Marvin.



Ken Berry and some young people Marvin Williams(l) and Ron Skippe(r)

Ted Podewil and visitors

Among our guests was Nancy Stone-Cullum, director of the Richland County Conservation Commission, who have been so helpful over the last couple of years with grants to aid in the restoration of GF-2. The folks at RCCC are a great group and really care about the preservation and restoration of Richland County's history. They deserve your support. Again, Nancy, it was great to see you. Below are some pictures showing the progress being made in bringing GF-2 back to her former glory. Notice, by the way the middle picture. In the last month some of the new Plexiglas has been installed in the nose section and it looks very good. Again, real progress is being made and it due to the dedicated work of a small cadre of volunteers. More are always needed to get involved and there's always room for more folks to pitch in. What are you waiting for?



Instrument panel for GF-2



New Plexiglas in nose of GF-2



Admiring GF-2

In the next few weeks we will begin work on preparing for the SCHAF hangar dance that will take place in October. If you would like to be involved please e-mail me or one of the other board members. Also, folks who were involved in planning for last fall's hangar dance that had to be cancelled because of the floods will be contacted to see if they want to help out again. Below a picture from our hangar dance that took place a few years ago. A great time was had by all. A great time will be had by everyone this fall. Step up. Let's get involved.



Would like to welcome a couple of new members to the South Carolina Historic Aviation Foundation. Welcome to Lucy Maxwell and also to Edith McNeish. Glad to have ya'll aboard. Hope to get you involved. We have a lot of good things going on.

Historical Notes-

Richard Cole is now the last of the Doolittle Raiders with us. Here's a recent interview with Cole: <http://www.historynet.com/conversation-dick-cole.htm> .Still seems to be a gentleman with lots of vigor.

Speaking of the Doolittle Raider, here's a link to piece about them including a video interview with General Doolittle: <http://worldwarwings.com/doolittle-raid?a=mk&var=ww2-gen-raid> .

The story of a couple of daring young women who were aviation pioneers:

<http://www.mentalfloss.com/article/71672/daredevil-gal-pals-who-conquered-sky> .

In wartime you do what you've gotta' do; an interesting article on a crazy way to get a glider airborne:

<https://warisboring.com/the-snatch-method-was-one-crazy-way-to-make-a-glider-fly-18ed5e31c31a#.bzuh1fj9t> .

I remember as a kid building a plastic model of one of these. Read the story of the Convair B-58 Hustler, America's supersonic bomber:

<http://nationalinterest.org/feature/the-b-58-hustler-americas-cold-war-nuclear-bomber-blunder-16547> .

This is something I should have included in an earlier newsletter but it just slipped past me. A belated entry marking June 6, 1944 and D-Day. From the also worth visiting Australian blog Aces Flying High:

<https://acesflyinghigh.wordpress.com/2014/06/06/d-day-70th-anniversary/> . Another good piece from Aces Flying High about a B-26 Marauder, that saw action that historic day over the beaches of Normandy: <https://acesflyinghigh.wordpress.com/2012/06/17/martin-b-26-marauder-at-utah-beach/> .

Some cool video as American and British F-35s cross the Atlantic:

<https://theaviationist.com/2016/07/03/cool-videos-show-uk-and-usmc-f-35bs-and-usaf-f-35as-during-their-first-transatlantic-flights/> .

Some more cool video; this from the cockpit of the B-29 "Fifi" : <https://www.warhistoryonline.com/whotube-2/boeing-b-29-fifi-cockpit-checklist-run-engine-start-take-off-watch.html> .

A nice story from Radio Prague about a Czech member of the "few" who came back to relive his past by flying again in a Spitfire:

<http://www.radio.cz/en/section/curraffrs/czech-ww-ii-veteran-fulfils-dream-with-spitfire-flight> .

We, of course know about the Flying Tigers, the AVG or the American Volunteer Group who flew for China in the early days of World War II. But, do you know about the first American volunteer to fly for China. No, then follow this link: <http://fly.historicwings.com/2013/02/the-first-volunteer-for-china/> .

Good Reads-

Do you like stories with adventure and intrigue? The sort of thing where with each turn of the page you wonder if the hero is going to make it, or will be bad guys catch him and exact their terrible retribution. Like spy stories, you say. Well, put aside those James Bond and Jason Bourne books and dive into the story of a real life agent who helped save a number of American and British pilots after World War II who found that liberation by Soviet forces was not what it seemed at first. The man who led this covert mission to save the POWs from the Soviets was a former bomber pilot in the 8th Air Force who only wanted to go home to his family but could not bear the thought that fellow pilots might be forgotten and left behind. Do I have your interest yet? You say I do. Well then, have I got a book for you? It's [*Beyond the Call*](#) by Lee Trimble and Jeremy Dronfield. Some of the events come out of another era of dark, smoky train stations and people in the shadows waiting to do, who knows what. It's like a Graham Greene or Eric Ambler novel come to life. It has a slightly film noir feel to it. I'll admit a personal interest since part of the book takes place at the American air base in Poltava in the Ukraine. My father was stationed at Poltava for part of World War II when he was with the United State Eastern Command. Anyway, you want to read a real life adventure about a man to whom many American and British POWs owe their lives, then this one is for you.

Odds and Ends-

Our trivia question last month concerned airlines. Specifically we wanted to know which airline in the United States was the first to go all pure jet. The answer is TWA or Trans World Airlines. On April 7, 1967 TWA retired the last of its Lockheed Constellations and Starliners and became the first all-jet carrier in the U.S. Here's a link to a posting with the story on the always interesting [Tails Through Time](#) blog:

<http://www.tailsthoughtime.com/2016/04/check-six-trans-world-airlines-goes-all.html> . Congratulations go out to John Tokaz who was the only person with the correct answer.

This month's trivia question will test your foreign language skills. 617 Squadron of the Royal Air Force or the "Dambusters" made their mark on history with historic "dams raid" on three dams in Germany in 1943. They are still an active squadron in the RAF. Their motto is "*après moi, le deluge.*" Tell me, in English, what does the motto mean? Here's a hint; it has to do with water. OK folks, time to remember your high school French.

On the subject of trivia questions, heard from Charles Baxley regarding the trivia question last month about the Cessna Bobcat. Charles says he was a Sky King fan and agrees that the plane used later in the series, the Cessna 301B was indeed an attractive plane. He also passed along something I never knew; the early models were nicknamed "tuna cans" because of their wingtip tanks or tuna tanks. Charles, who is a pilot, also added that the 310 is a "sweet flying" plane. On reflection I should have saved all of this for a future trivia question. You know, what plane was nicknamed the "tuna can?" Oh well, too late now, the cat is out of the bag.

Here's an article about a subject I've touched upon in the past; the fact that in the coming years we are going need a lot more pilots and technicians in the aerospace industry. Many of the people flying and working on aircraft are beginning to approach retirement age and it's important that we interest young people in careers in aviation. We all love flying and we don't want to see something that has contributed so much to the world we live in start to atrophy and wither on the vine. The article deals with a study conducted by Boeing which came to the conclusion that in the coming years we are going to need one and half million pilots and technicians in the aviation industry. Here's the link: <https://airwaysmag.com/industry/boeing-pilot-technician-outlook-2015/> . If you happen to know an educator, maybe buttonhole them and spend a moment or so letting them know about the importance of pointing young people in the direction of a career in aviation.

Here's something that will be happening in Atlanta in September, gathering of P-40s in Atlanta: http://www.flypast.com/view_article.asp?ID=9840&pubID=1&t=0&s=0&SO=both&p=1&i=10#continued . Sounds like it might be time for a road trip.

Speaking of Atlanta, a video about Delta Airlines maintenance and repair facility in Atlanta: <http://www.businessinsider.com/deltas-techops-facility-jiffy-lube-maintenance-repair-jumbo-jets-2016-6>

Since we're on the subject of airline travel, thought everyone would be interested in some of the quirks of airline travel back in the dark, distant past, you know the days when people actually dressed up to fly on an airliner. Follow this link: <http://www.mentalfloss.com/article/81520/11-quirks-early-commercial-air-travel> .

Continuing with the subject of commercial aviation. A story about the first New York to London commercial air service by BOAC (that's British Overseas Airways Corporation- a predecessor to British Airways). Here's the link: <https://airwaysmag.com/airhive/boac-first-london-new-york-service/> .

When we think of suicide bombers we think of the Kamikazes of Japan during the Second World War. Well, it turns out that in Nazi Germany there were those willing to go to the same lengths. Here's a story about Hitler's Kamikazes: <http://nationalinterest.org/feature/hitlers-kamikazes-nazi-germanys-suicide-aircraft-16993> .

An article about America's first jet fighter, the Bell Airacomet: http://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=183 .

For those of you who like airliners (count me among your number) you might be wondering why for Douglas commercial airliners the sequence skips from DC-4 to DC-6. Well, it doesn't. There was a DC-5. It just wasn't a big success. However it did see service in World War II. Find out more about a DC-5 that served in Australia: <http://www.goodall.com.au/australian-aviation/dc-5/douglas-dc-5.htm> .

Cool video of two airplanes landing at the same time on adjacent runways. Enjoy: <http://presurfer.blogspot.com/2016/06/airplanes-landing-simultaneous.html> .

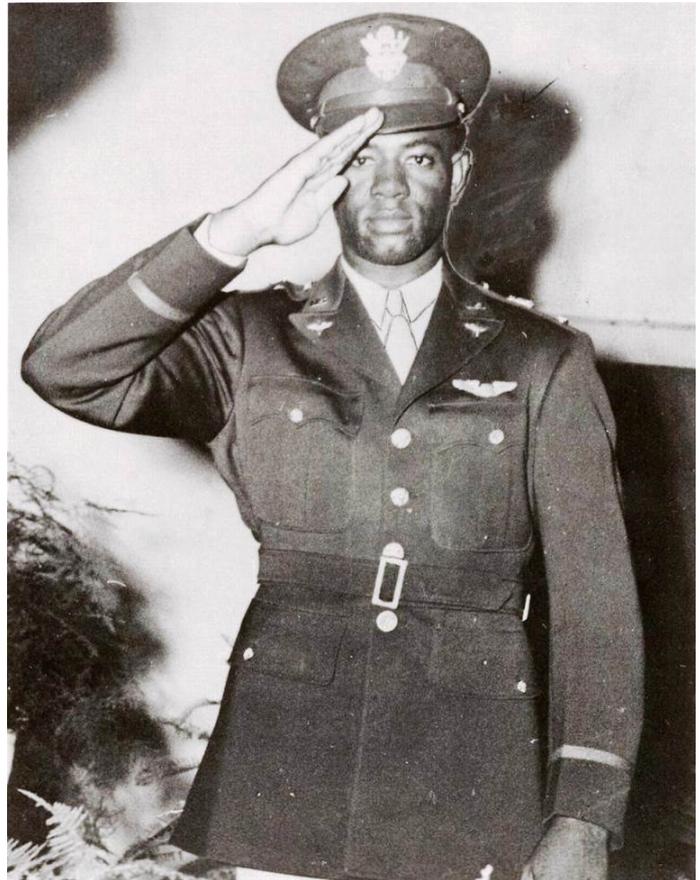
Something to be in awe of. B-17s that made it home after suffering unbelievable damage:

<https://www.warhistoryonline.com/military-vehicle-news/damaged-b-17-bombers-that-made-it-home.html> .

As mentioned above the open house honoring the Tuskegee Airmen was a big success. Speaking of the Tuskegee Airman, in mid-July a road on Shaw Air Force Base was named in honor of a couple of Sumter natives who flew with that famous group of pilots. On July 15th the road was officially named "Ashley-Bowman Boulevard." The road was named in honor of Lt. Col. Willie Lee Ashley and 1st. Lt. Leroy Bowman, both of whom flew in World War II with the "Red Tails." There are also plans to put a memorial to the Tuskegee Airman at the City of Sumter's Shaw Park.



Leroy Bowman (right)



LTC Willie Lee Ashley

Also, want to make mention that Roscoe Brown, Jr., who was a Tuskegee Airman passed away July 2nd of this year. Here's a link to an article on his passing: <http://www.foxnews.com/us/2016/07/05/roscoe-brown-jr-tuskegee-airman-and-educator-dies-at-4.html> .

An interesting story about India's first locally built combat aircraft, built by Hindustan Aerospace: <http://www.businessinsider.com/indias-first-locally-built-combat-plane-2016-7> . As I've mentioned in past newsletters, a South Carolinian, Bill Pawley, who was born in Florence, played a key role in the founding of what was then known as Hindustan Aircraft.

Here's something that one of our readers might be able to help out with. Sharon Allen, who formally lived in Gadsden, Alabama, is trying to help the folks there find the shell of a Bell UH-1, or Huey helicopter to be a gate guard for the Col. Ola Lee Mize Veterans Park. Col. Lee served in the Special Forces in Viet Nam, earned the Medal of Honor in Korea and was an early pioneer in HALO (high altitude, low open) parachuting. If anyone out there knows of the shell of an old, Viet Nam era Huey let Sharon know about it. Sharon is very involved with World War II living history, especially aviation and she is involved with the air show in Monroe, N.C. She is

a great supporter of our veterans. Her e-mail is a20j10@aol.com . I'm sure she and the folks in Gadsden would appreciate any help.

Next time you're flying on a commercial airliner and have the good fortune of securing a window seat take a look at the window. You'll notice a tiny hole there. Wonder what it's there for? Here's the answer: http://www.travelandleisure.com/articles/airplane-window-hole?xid=NL_JustIn060316 . Another link on the same subject: <http://mentalfloss.com/article/64158/why-do-airplane-windows-have-tiny-holes> .

Continuing on the subject of commercial aviation, here's the story of an airliners that flew too soon, or to put it another way tried to push beyond the technology available at the time. Read the story of the Bristol Brabizon: <https://www.damninginteresting.com/the-plane-that-flew-too-soon/> .

In Closing-

Well, that wraps up this month's SCHAF newsletter. Now is a great time to get involved with SCHAF. We have a lot going on and more is planned. Just get in touch and see how you can help. If you have an idea or an area of interest let folks know. Maybe you're interested in some of the South Carolinians mentioned in a newsletter and would like to research their lives and contributions. Do you have stories to share, remembrances or a friend or relative with a story? Write it down, contribute a few paragraphs to a future newsletter. Do you have a skill in wood or metal-working? That can be put to use in helping restore GF-2 or putting together displays.

Again, remember we're going to be getting in gear for putting together the SCHAF hangar dance that takes place in October. We really do need folks to come forward and get involved. If you would like to help e-mail me and I'll make the right person gets your message. Again, time to step and play a role with the South Carolina Historic Aviation Foundation.

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.](#) Soon we plan to start mailing renewal invoices to our membership, so get ahead of the ball and renew now. As always, your support of SCHAF is greatly appreciated

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