



SCHAF Newsletter for September 2014

Reminder: The next SCHAF Open House will take place Saturday, September 13, 2014. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings-

A small open house on Saturday, August 9, 2014 partly because of the rains that morning kept people away but a really fun one because Marvin Williams and Ted Podewil, both members of SCHAF were there and it was great seeing and talking with them. Marvin is also involved with the Tuskegee Airman, both locally in the Spann Watson Chapter and also with the national organization. Ted is a military re-enactor with an interest in parachuting and the history of airborne operations. We also had a few visitors who were interested in the SCHAF story. Now, here's the interesting thing. In World War II my father was an officer in the 8th and 9th air forces and the U.S. Eastern Command. He brought back a lot of souvenirs, among them a parachute that I donated to SCHAF. I always thought it was just an air corps parachute but upon examination by Ted and Ken it turns out that it is a German cargo parachute. Everyone had a great time going over it. Ted had some thoughts on preservation and it will make a great addition to the items we have for display.



Mary McIntosh, Ted Podewil, Ken Berry and Marvin Williams looking over German parachute

The SCHAF board held a special meeting on Thursday, August 7, 2014. Gary Byrd resigned as a member of the SCHAF board but will continue to be very involved with the activities of the foundation. Gary, thanks for all you have done over the years.

The board of the South Carolina Historic Aviation Foundation held their regular monthly meeting on Thursday, August 21, 2014 at Hamilton/Owens Airport in Columbia. Grants writer Jim Toner briefed the board on the grant from the Richland County Conservation Commission. Jim will help with the quarterly reports to the commission and will also search for additional grants. There was also discussion on what role SCHAF should assume in the project for the preservation and restoration of the Curtiss-Wright Hangar at Hamilton/Owens Airport. The general feeling is that SCHAF can assume a leadership

role in any restoration project. Richard Hill also brought everyone up to speed on the project to restore the cockpit and bombardier's area of GF-2. Volunteers are needed to help. If you would like to help you can show up Mondays and Wednesdays between 4pmp and 9pm. Kudos go out to David Moxley, Ron Skipper and Ty Boheler for already pitching in.



Speaking of the restoration here's a link to an article in The Columbia Star regarding the restoration of GF-2: http://www.thecolumbiastar.com/news/2014-08-22/Society/SCHAF_receives_grant_to_restore_WWII_B25C_Mitchell.htm
1 .

The word is that Greenwood Magazine is working on an article about the recovery and restoration of GF-2. SCHAF members have been working with Kristin Hillman, publisher of Greenwood Magazine providing pictures and information. Looking forward to the article.

Looking back it's been a busy but productive month. Things are really starting to happen.

Historical Notes-

Just wanted to mention an interesting item that Ron Shelton passed along; 2014 is the 75th anniversary of the year that the B-25 went into military service. The first unit to use the Mitchell was the 17th BG in Oregon. All of their planes would come to Columbia Army Air Base (now Columbia Metro), which means that the first B-25 to go into military service spent time in South Carolina. The foundation's plane, GF-2 would come to Columbia shortly afterwards. Thanks Ron for the tip.

Here's an interesting item that SCHAF member John Tokaz sent to me earlier this year I thought I'd share. Thanks John.



From Jerry Rosenthal a veteran of my father's bomb group in WWII.

21 January 1945. My friend and tent mate, S/Sgt A. B. Porter, on his second tour, was the tail gunner of this airplane. It was hit over one of our Brenner Pass targets, a rail road bridge south of the town of Brennero, way up on the Austrian Border. The pilot flew this plane, B-25 number 8 P, 488th Bomb Squadron, 340th Bomb Group (M) from near Innsbruck, Austria to the island of Corsica and landed it!

Porter is buried in the American Cemetery at Anzio; the partisans found his body on the ground, no parachute. He was dead before he left the plane.

I am still in touch with his family. His nephew, Don, sent this memorial day post.

In those past days, we were warriors! Today, we only have memories.

Here's another South Carolinian who made his mark on aviation history. Lt. Carlton Cole Champion was from Charleston and was a graduate of the United States Naval Academy at Annapolis. On July 25th, 1927 Champion would set a world altitude record that would stand for two years when he flew his Wright Apache to 38,419 feet. Two weeks earlier he had set the altitude record for seaplanes when he flew his float equipped Apache to an altitude of 37,995. Not only did Champion set two altitude records but his flights were important milestones in the development of the oxygen mask which would make it possible for pilots to reach even higher altitudes in the following years. Champion would go on to serve with distinction in World War II. He would retire from the United State Navy with the rank of Captain. Champion was born in 1896 and passed away in 1971 in Beaufort, South Carolina. The Patriot's Point website says he was born in Charleston but the Fine A Grave website gives his birthplace as Savannah, Georgia saying that later the family would move to Mount Pleasant. Whatever, Champion still counts as a South Carolinian and one who made great contributions to aviation. Here's the link to the Patriot's Point article :

http://www.patriotspoint.org/news_events/naval-aviator-sets-world-altitude-record-1927/

and here's the link to the Fird-A-Grave website: <http://www.findagrave.com/cgi-bin/fq.cgi?page=gr&GRid=64501160> .



Carlton Cole Champion

Good Reads-

[Engineers of Victory by Paul Kennedy](#)- This is another book that while not an aviation book is one that has aviation as a reoccurring theme. It's divided into five sections dealing with five problems the allies had to overcome before emerging victorious in the Second World War. The first problem: getting convoys safely across the ocean, a

problem that owed a lot of the solution to long range patrol bombers like the B-24 Liberator and the Short Sunderland. The next problem: how to win command of the air; a problem with a number of solutions, but most important the development of the long range escort fighter. Another problem: how to seize an enemy held shore; for this you need air superiority and finally how to defeat the tyranny of distance; a problem solved by the fast carrier attack groups in the Pacific. A great read and one anyone interested in military history will savor and enjoy.

Odds and Ends-

Below is a magazine ad for Granger-Qwings, one of Columbia's high end clothiers. Notice that GF-2, the foundation's B-25 is part of the ad. Picture was taken a recent photo shoot at the hangar at Hamilton/Owens Airport. Great looking ad and great publicity for the foundation. Also an upcoming issue of Columbia Metropolitan Magazine will feature an article on "Rosie the Riveter" and will include some pictures of GF-2. Be sure to pick up a copy.

THE B-25 BOMBER, AN ICON OF THE PAST.
BARBOUR, AN ICONIC BRAND FOR TODAY.
IN COLUMBIA ONLY AT GRANGER OWINGS & CIRCA 1332.

Barbour is quintessentially British—traditionally designed, yet with an unmistakably international flair. Stylish, functional and versatile, Barbour has an outerwear and accessory solution for every occasion.

In addition to Barbour, Granger Owings now has fall's most unique wardrobe collections for men and women. And across the street at Circa 1332, men can discover vintage inspired jeans, shirts, jackets, and accessories.

Granger & Owings
CLASSIC CLOTHIERS

CIRCA
1332

Granger Owings | 1333 Main St., Columbia | 803-253-8744 | grangerowings.com
Circa 1332 | 1332 Main St., Columbia | 803-253-0764 | circa1332.com

File this under the category of catching up with things that happened earlier and were missed in previous newsletters. Last year a number of members of the 345th Bomb Group, known as the "Air Apaches" were hosted by SCHAFF. Among those who met with the 345th veterans was South Carolina Governor Nikki Haley. Also "Betty's Dream" a B-25 bomber which represents the "Air Apaches" was at the reunion. Some pictures below.



I thought it would be interesting in the coming months to include magazine ads from World War II of various companies involved in defense contracting. Many of them were civilian companies who made the transition to wartime production seamlessly. Others were already established in the defense industry. Below is an ad for Bell Aircraft's P-39 Airacobra. Some of the wording might not pass muster today but it was a different time back then. As the English author L.P. Hartley once wrote; "the past is a foreign country, they do things differently there."



Tonight's lesson for Japs ... subtracting Zeros

A great guy takes off, and a headline is in the making... a headline about courage and spunk and Army Bell Airacobras that help him shatter Jap Zeros into "kingdom come." From General MacArthur's Headquarters, Australia, October 12th (A.P.) comes news of the situation for "pallantry in action" of this Army Pilot:

SELECTION
 (1941) Capt. Maloney was leading a
 (1941) and night of Airacobras over New Guinea
 (1941) give on May 29 when one of his planes was
 (1941) down by eighteen Jap fighters.
 (1941) Turning back he shot down the leader
 (1941) the others. He then reformed his
 (1941) own group and made a co-ordinated
 (1941) attack, destroying three more and
 (1941) possibly shooting down two others.
 (1941) The
 (1941) LAMAR, A.D. 1941, N.Y.

Under control of the Airacobra pilot is one of the world's hardest-hitting fastest-moving one man arsenals. Forward is a powerful cannon. Flanking him are heavy machine guns. Around him is protective armor and behind him is an outstanding record of Airacobra success in combat.

The day is coming when Allied Victory will end this war. An advanced world of air-borne commerce will fol-

low. Then, all of our engineering skill and resources will turn from the needs of war to building planes for the needs of Peace.
 © Bell Aircraft Corporation, Buffalo, N. Y.

Airacobras for victory
 FUTURE PLANS FOR PEACE
BELL Aircraft
 PACEMAKER OF AVIATION PROGRESS

Here is a really humorous and great video on YouTube on aircraft marshalling the British way. Part of a fund raiser for cancer research in the UK. Lots of laughs:
https://www.youtube.com/watch?v=Vz7FI_S0_NE . Enjoy.

Interesting story about a gentleman from Hartsville who was a tail gunner on a B-24 in World War II. The article is from 2011 so I don't know if Mr. Gardner is still with us. Anyone know? Here's the link: <http://www2.readingeagle.com/article.aspx?id=339455> .

The answer to our trivia question is the Martin B-26 Marauder which was known by many nicknames including the widowmaker, the flying prostitute and the Baltimore Whore. The last two monikers because of the fact that it had a shorter wingspan than most other aircraft of its size and pilots joked that it had "no visible means of support." The last nickname also because it was built by the Glenn L. Martin Company in Baltimore, Maryland. At a training base on the west coast of Florida the joke regarding the Marauder was "one a day in Tampa Bay." Yet the B-26 would go on to earn an enviable record as a medium bomber with the lowest combat loss rate of any American

warplane. It was considered a tricky plane to fly but in the hands of a capable pilot it was an outstanding aircraft. The B-26 was a "hot" plane but once mastered was one that pilots loved.



Martin B-26 Marauder

Not many takers on this month's trivia question. One reader did reply guessing the plane was the A-26. Close but not quite. When you talk of the B-26 things can get a bit confusing. The Douglas A-26 Invader entered service in 1944. After World War II the Air Force would change its classification scheme. Pursuit planes became fighters, the attack designation was done away with and those planes would be re-classed as bombers; thus the change from "P" to "F" and "A" to "B." The A-26 Invader would become the B-26 Invader and would also see service in Korea and in Viet-Nam in an upgraded version known as the Counter-Invader. The USAF would bring back the attack classification in the sixties. So both the Marauder and the Invader were known as the B-26.

Here's our trivia question for next month. The American Volunteer Group or Flying Tigers as they are better known became famous for not only giving Japanese aviators all they could handle but also for the shark's mouths painted on their P-40's. Who first painted shark's mouths on their planes? The answer might surprise you. I'll tell you 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. And please, feel free to forward and share the newsletter; the more people who become aware of the work of SCHAF, the better. If you have missed any of the past newsletters remember you can always go to the SCHAF website and go to the downloads pages and find previous issues. Here's the link:

<http://www.schistoricaviation.org/downloads.htm> . You'll also find some good things on the multimedia page of the SCHAF website. Here's the link for that page:

<http://www.schistoricaviation.org/multimedia.htm> .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.

Hope everyone has a safe and happy Labor Day weekend.

Till next time

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