



SCHAF Newsletter for September 9, 2017-

Reminder: The next SCHAF Open House will take place Saturday, September 9, 2017. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings-

Greetings to members and friends of the South Carolina Historic Aviation Foundation. August was a hot month, both weather-wise and for SCHAF, from an activity standpoint. Without further ado let's catch up with what's been going on.

SCHAF held it's month open house on Saturday, August 12, 2017 and again a successful one as folks dropped by to view the progress that is being made on the restoration of GF-2. Members present were Ken Berry, Scott Linaberry, Ron Skipper, Katherine Cuddy, Niall McLaughlin, Xen Motsinger, and John Chamberlain along with Joe McDonough, Ted Podewil, Alton Blanks, John Demars, Ron Shelton, Lynn and Mark Gunzenhauser, Mary McIntosh and myself. Special mention has to be made of Lynn and Mark. Lynn is the daughter of the late Col. Dan Rossman, who was the left seat student pilot on June 6, 1044, when GF-2 was forced to ditch in Lake Greenwood. Dan was a loyal and faithful supporter of SCHAF through the years and his enthusiasm and humor is still missed. Lynn and Mark it was truly great to see both of you.

It was also great to see the young people from the Lexington County Sheriff's Department Summer Adventure Squad, a great program that is helping point youth in the right direction. Also great to see David Nieves, a deputy with LCSD, who is the one of movers and shakers in their youth programs.

Also a shout-out to John Wells, a friend of mine from Kershaw County who dropped by. John is an attorney in Kershaw County and recently he invited me to speak to the West Wateree Rotary Club about SCHAF. He said after that he was curious and wanted to see GF-2 in person. John spent much of the morning looking over GF-2 and talking with everyone about SCHAF. Thanks John for dropping by. We're gonna' get you involved.



The August meeting of the board of directors of the South Carolina Historic Aviation Foundation took place August 12, 2017 before the August open house. Board members present were Ken Berry, David McIntosh, Scott Linaberry, Ron Skipper, Katherine Cuddy and Xen Motsinger. Members present were John Chamberlain and Niall McLaughlin. It was reported that a tube on in of the tires of GF-2 is flat and will need to be replaced. For the time being this means that GF-2 cannot be moved until the tube and possibly tires are replaced. It was also reported that SCHAF volunteers have been working with the Patriots Point restoration team at rebuilding the nose section of their B-25. The work is expected to be completed in September. It was also reported that fund raising letters are ready to be sent out. Plans are also underway for the 75th birthday of GF-2 which came to the Palmetto State in 1942. A ceremony is being planned for the October open house as well as AeroFest 2017 which will take place later that month at Hamilton-Owens Airport.

Hawkeyes Over AeroFest and AeroFest 2017 will both take place on Saturday, October 21st. Hawkeyes Over AeroFest is an aerial scavenger hunt. AeroFest 2017 is the static display and is the event when usually the Ford Tri-motor and/or a bomber of some type will provide rides to paying/donating passengers. There will be a number of historic aircraft on display. Both events support a great cause, Camp Kemo. More in the October newsletter.

This summer the SCHAF restoration team has been extremely busy, not only working on GF-2, but also assisting our friends at Patriots Point in the restoration of their B-25 "Furtle Turtle." Ron Skipper, David Moxley, Katherine Cuddy and John Chamberlain have made a number of trips to Charleston where the turtle is being restored. Ron and David have been going down almost weekly. Below are some pictures of Ron and David working on the nose section of their B-25. At this point I'm going put in an advert for our friends in the low country of the Palmetto State. If you haven't visited Patriots Point and the U.S.S. Yorktown, you truly owe yourself a visit. Not only is it impressive but it seems to get better and better with time. They're always adding something new, exciting and educational.



Historical Notes-

The destruction of Coventry in November of 1940 was something that angered the British and has never really been forgotten. Some say the bombing of Dresden in 1945 was an act of retribution. We'll leave that to the historians to argue. I can say having visited Coventry in the mid-sixties that even 25 years later the Luftwaffe's Operation Moonlight Sonata was still a wound that in England had not healed. More about the blitz on Coventry: <http://www.cwn.org.uk/heritage/blitz/index.html> .

In 1943 a major battle took place in the Pacific and it was one that was won by the Allies with airpower. It was the Battle of the Bismarck Sea. Learn more about this important event of the Pacific campaign: <http://www.historynet.com/battle-of-the-bismarck-sea.htm> . One of the types that took part in the Battle of the Bismarck Sea was the Douglas A-20 or Havoc. Here's more about the Havoc: <https://shortfinals.wordpress.com/2011/03/18/douglas-a-20h-d-01-cry-havoc-and-let-slip-the-dogs-of->

[war/](https://strategypage.com/military_photos/20170412231259.aspx) . B-25s also took part in that battle. Here's a really neat picture of B-25s on patrol in Europe:
https://strategypage.com/military_photos/20170412231259.aspx .

Earlier this year I included a link about the paddle-wheel aircraft carriers of the U.S. Navy that sailed the Great Lakes during World War II. Here's something interesting from the Vintage Wings of Canada site about Fascist Flattops:

<http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/460/Fascist-Flattops.aspx> .

One of the planes that helped win World War II, the P-47 Thunderbolt:

<https://shortfinals.wordpress.com/2011/04/10/p-47d-victory-through-air-power/> . Another war winner, radar: <https://shortfinals.wordpress.com/2011/03/27/anapq-13-radar-the-all-seeing-eye/> .

A link about the failure that led to the best medium bomber of World War II. We, of course are talking about the B-25 Mitchell bomber: <http://www.avgeekery.com/the-spectacular-failure-that-led-to-the-best-medium-bomber-of-world-war-ii/> .

Speaking of bombers that helped win World War II, here are a couple of links about the mighty Avro Lancaster: <https://travelforaircraft.wordpress.com/2017/04/21/lancaster-mk-x-in-flight/> and <http://aerodynamicmedia.com/avro-lancaster-just-jane-debuts-new-paint-performs-engine-test-video/#more-13192> . By the way SCHAFF member Niall McLaughlin is a member of the ground crew for "Vera," the "lanc" of the Canadian Warplanes Heritage Museum. Oh, and a further "advert" for our friends at CWHM, Bill Rouw, crew chief for their flying B-25 is also a SCHAFF member and has provided invaluable assistance in the restoration of GF-2. They're good folks up at CWHM.

A couple of good postings from the War History Online site (always worth a visit). First one about the greatest fighter pilot ever, Erich Hartmann: <https://www.warhistoryonline.com/whotube-2/the-greatest-fighter-pilots-erich-hartmann-the-blackdevil.html> . Another one about a hidden aircraft boneyard in Greece with some very interesting planes: <https://www.warhistoryonline.com/featured/hidden-boneyard-greece-german-ju-52-stuka-c-47-lockheed-f-104-starfighter.html> .

An interesting posting from [Tails Through Time](http://www.tailsthroughtime.com), an aviation history blog that's always worth a visit. This one about De Havilland Mosquitos in service with the United States Army Air Force: <http://www.tailsthroughtime.com/2009/12/although-usaaf-used-de-havilland.html> .

I guess I'm giving away secrets here but I am old enough to remember when JFK Airport was named Idlewild. Another secret, when I was a kid the subject of architecture interested me. Even dreamed of being one until I realized that any sort of engineering career required some skill in math. That's why I ended up in journalism; I'm a words man, not a numbers one. Anyway, to get to the point; some interesting links about JFK and the groundbreaking terminals that were once there. The first one is about Eero Saarinen's truly out of this world TWA terminal, which is getting a new lease on life: <https://www.6sqft.com/exciting-new-details-emerge-for-the-twa-terminal-hotel/> . Another one about the TWA terminal: <http://www.atlasobscura.com/places/jfk-twa-flight-center> . Then a general article about JFK when it was Idlewild: <https://www.6sqft.com/before-jfk-there-was-idlewild-airport/> . Was especially interested in the pictures of Pan Am's Worldport. Flew out of it in 1972.

A nice info-graphic about the B-17, the mighty Flying Fortress: http://www.historynet.com/weapons-manual-americas-boeing-b-17-heavy-bomber.htm?utm_source=historynet&utm_medium=related .

It's one of the big TV events of the year; the Academy Awards or Oscars. Here's an interesting bit of trivia. The last silent film to win an Oscar had an aviation connection. The year was 1929. The film? *Wings* starring Clara Bow: <http://www.ibtimes.com/wings-last-silent-film-win-oscar-1929-416846> .

A posting on the discovery of Amelia Earhart's plane. In a film:

<http://www.mentalfloss.com/article/75983/amelia-earharts-lost-plane-spotted-1936-film> .

Peter Smythe with Reeves Warbirds, our friends in Australia recently sent some pictures of “Pulk,” the B-25 they are restoring in the colors of the Dutch East Indies Air Force. It looks like they are doing a great job. Peter, please, keep us informed on how things are progressing and we’ll pass the word along.



Good Reads-

This month’s good read is [Birdmen; The Wright Brothers, Glenn Curtiss and the Battle to Control the Skies](#) by Larence Goldstone. An earlier good read in the SCHA newsletter was David McCullough’s [book](#) on the Wright Brothers; a great book that does much to remind the reader of the true genius of Wilbur and Orville Wright. Well worth a read. Goldstone’s book takes us back to the early days of powered flight and the efforts by a number of aerial pioneers to turn flying into something more than a crowd pleasing novelty. If you’ve wondered why, after their early successes, the Wrights seemed to do little to advance the state of the art, the reason is simple. They were too busy suing anyone who tried to build a flying machine in their attempt to monopolize powered flight. While Goldstone gives credit to Wilbur and Orville for making powered flight a reality his book also introduces the reader to the darker, more contentious and litigious side of the brothers. Ready to take on anyone, especially another genius by the name of Glenn Curtiss, the brothers would soon find themselves left behind by other innovative pioneers. Well-written; moves along quickly. Truly, a good read. Check it out.

Odds and Ends-

Last month for the trivia question we were looking for the first recipient of the Distinguished Flying Cross. Well, none other than the “Lone Eagle,” Charles Lindbergh, the first person to fly the Atlantic solo. He was an outstanding pilot, known for a keen mind, especially when dealing with the technical aspects of flying. He was married to Anne Morrow, who he would teach to fly. He would become a controversial figure before America’s entry into World War II, for his isolationist views, but during the war he would provide invaluable assistance to the aviation industry as a consultant to a number of aircraft firms. Later in life he would become a staunch environmentalist. Here’s a link with more: <https://www.loc.gov/item/today-in-history/june-11> . Congratulations go out to Robert Brutschy, John Tokaz and Frank Young for coming up with the right answer.

Now, for our trivia question for this month. Aerobatic display teams are crowd pleasers at various air shows around the world. We have two in the United States; the Thunderbirds and the Blue Angels. The United Kingdom has the Red Arrows and Canada has the Snowbirds. France and Italy also have highly regarded display teams. Now, here’s the question. Which display team was the first to use supersonic aircraft? Oh, and what was the aircraft? We’ll let you know next month.

By the way, last month’s newsletter contained a portion regarding famous units with the same name as some of the Palmetto State’s collegiate teams. Frank Young pointed out the 19th Fighter Squadron of the USAF or the Gamecock squadron was stationed at Shaw Air Force Base in Sumter up until the early 1990s. It was part of the 363rd Fighter Wing. Frank flew with them as an air force reservist. Thanks Frank, didn’t know that, although it is fitting that the Gamecock squadron was based at a facility in the Gamecock City.

Oh, in last month’s newsletter where I mentioned squadron’s with the same name as some of the Palmetto state’s college athletic teams, I left one out; the Swamp Foxes. The 169th Fighter Wing of the South Carolina

Air National Guard based at McEntire Joint National Guard Base near Columbia are named in honor of General Francis Marion, the legendary “swamp fox” of the American Revolution. The 169th fly the Lockheed Martin F-16 and are considered one of the premier units of the United State Air Force. The teams of Francis Marion University in Florence are also the “swamp foxes.” Sorry for the oversight.



169th Fighter Wing

The big event thus far this year in South Carolina and the rest of the country was the total solar eclipse that followed a path across the United States on Monday, August 21st. Here in the Palmetto State and other parts of the country there were eclipse parties, crowds with eclipse glasses and the chance to see a once in a lifetime event. It was a major boost to the tourism economy in South Carolina as crowds- estimated at a million to a million and a half- came to see something truly out of this world. Heard from Peggy Roberson at Eagle Aviation. She says they were busy at Hamilton-Owens Airport with a large number of planes flying in for the eclipse. Peggy says that 61 aircraft flew in that weekend. She says 98% were piston aircraft along with a few jets, though she adds that most of the jets flew into Columbia Metro. Below, a picture of the eclipse as seen from an aircraft. Again, it was something worth seeing.



You may or may not be aware of it but there is actually a specialty in the field of archaeology dealing with aviation archaeology or the recovery of aircraft wrecks and remains. Here’s something interesting about the discovery of a World War II Fairey Swordfish torpedo bomber off the island of Malta:

<http://aerodynamicmedia.com/submerged-wreckage-of-fairey-swordfish-discovered-off-maltese-islands/> .

Ahhh, it’s another one of those enduring questions. What do you do with a plane that has reached the age of retirement? In most cases put them out to pasture. But then again there are those who find some, how can we say, innovative solutions: <http://www.cheapflightsfinder.com/blog/details/7-fantastic-uses-for-a-retired-airplane> .

Something from the Daily Mirror of London about the youngest woman to ever captain a Boeing 777: <http://www.mirror.co.uk/news/world-news/meet-youngest-woman-ever-captain-10777660> .

I remember building a model airplane of one of these when I was a kid, an F-89 Scorpion: <http://worldwarwings.com/f-89-scorpion-first-fighter-nuclear-arsenal/> . Man, I thought they were bad looking.

Speaking of the Air Force, here's a link to a posting about every jet every flown by the USAF Thunderbirds: <http://www.boldmethod.com/blog/lists/2014/07/thunderbirds-aircraft-history/> .

I remember flying on one of these in the mid-sixties, a Sud Caravelle: <https://shortfinals.wordpress.com/2010/12/15/an-anglo-french-airliner/> . A very nice plane.

Continuing on the subject of airliners, why is it they all look the same these days: <http://www.popularmechanics.com/flight/airlines/a25426/all-airlines-look-the-same/> . And a video on what the next great airliner might look like: <http://www.popularmechanics.com/flight/airlines/a25902/next-great-airliner/> . Oh, here's one more about airliners. How business class means more to the bottom lines of airlines than first class: <http://www.popularmechanics.com/flight/airlines/a25706/airlines-economy-classes/> .

On the subject of flying fast, here's a posting about filming a SAAB Gripen and getting rock steady footage of a modern jet fighter in flight: <http://presurfer.blogspot.com/2016/04/high-velocity-aerial-filming.html> .

A truly classic and versatile aircraft that did yeoman's duty in helping secure victory during the Second World War, the Consolidated PB4Y or Catalina (or Canso as it was called by the Canadians). Used by a number of countries for a variety of purposes. Here's a link to a good article about the "cat" along with a lot of good pictures: https://www.warhistoryonline.com/guest-bloggers/catalina-photo_album.html .

Well, this is the 21st century, you know. The booming demand for commercial drone pilots: <https://www.theatlantic.com/technology/archive/2017/01/drone-pilot-school/515022/> .

A link to a list of the ten largest military aircraft ever built: <http://brainz.org/10-largest-military-aircraft-history/> .

Another list. This of the 24 coolest military aircraft flying today: <http://www.businessinsider.com/these-are-the-24-coolest-military-aircraft-flying-right-now-2015-3?op=1> .

In Closing-

Well, that wraps up this month's SCHAF newsletter. Remember, big things coming up in October. Also, if you haven't gotten involved with SCHAF, now is a good time to do so. A lot has been going on and more is in the offing. The success of SCHAF depends on your support and involvement

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. Till next month.

Dave McIntosh (dmcintoshone@att.net)



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