



SCHAF Newsletter for October 2014

Reminder: The next SCHAF Open House will take place Saturday, October 11, 2014. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings-

SCHAF held its monthly open house on Saturday, September 13th and it was a successful one. It was great to see the folks from Friendship Missionary Baptist Church in Batesburg/Leesville including some young people who showed a real enthusiasm for aviation. Also SCHAF member Ted Podewil brought Ed Sylvester, a parachute rigger and together along with help Niall McLaughlin, they were able to untangle and pack the World War II German cargo parachute I recently donated to the foundation. Also had the pleasure of meeting Rick Endler from Aiken, great to meet you Rick. By the way Rick's father was a b-25 instructor during World War II. All in all a great Saturday.



Ken Berry and kids from Friendship Baptist



Progress is being made on GF-2



Ed, Ted and Niall working on parachute



Richland County supports restoration

The board of SCHAF met at Hamilton/Owens Airport on Thursday, September 18th, 2014. Board members present were Ken Berry, Ron Shelton, Xen Motsinger and David McIntosh. Also present was Scott Linaberry. Cantzon Foster gave a financial reports by phone. Items discussed included the Richland County Walk which takes place Saturday, October 4th. The SCHAF hangar will serve as the start and finish for the event. Volunteers are needed to help with hangar clean up and telling the SCAHF story to visitors. There was also discussion of reimbursement of SCHAF members who have purchased parts for the restoration of GF-2. Ken Berry also showed pictures of tee shirts he has ordered for volunteers who working on the restoration of the foundation's bomber.

There was also discussion concerning SCHAF's participation in the South Carolina Aviation Expo which took place in late September in Greenville.

Sunday, September 28th the Movie Memphis Belle made a return visit to Hamilton/Owens Airport. SCHAF also opened up its hangar so that people who came to see the B-17 used in the movie *Memphis Belle* could also come over and see GF-2 and learn more about the foundation. Had lots of interested visitors.



Want to make mention of a couple of recent magazine articles that have featured SCHAF. The September issue of Columbia Metropolitan magazine has a great article entitled *A Different World: Columbia Women during the Years of World War II*. The article features a great picture of GF-2 and makes mention of SCHAF. Pick up a copy, it's worth it. Also the September/October issue of Greenwood magazine has a very good article about *Saving Skunkie*. At one point in its career GF-2 was known as "Skunkie." It details GF-2's connection with Greenwood county and its recovery from Lake Greenwood; a great article with good pictures and background on the efforts to preserve GF-2. Get a copy today.

Historical Notes-

Now here's an interesting historical footnote regarding the history of men's attempt to master the skies and it goes back to the Civil War and involves South Carolina. Before the Civil War Professor Thaddeus Lowe was already known as an one of America's leading aeronauts (as they were called back then) and already had experience in building his own balloons. One of his goals was to be the first man to cross the Atlantic in a balloon. On April 19, 1861, two days after Virginia seceded from the Union Lowe set out from Cincinnati in his balloon Enterprise on a flight to the east coast. The air currents took him to Union, South Carolina, or as some press reports of the time called it Unionville. He was arrested as a Union spy and held under house arrest for a few days until it was established he was an aeronaut not a spy. He was allowed to return, with his balloon, to the north. Lowe would go on to form a balloon corps for the Union Army. The balloon corps was disbanded in 1863. Among Lowe's friends was Count Ferdinand Graf von Zeppelin who would later found the Zeppelin Airship Company.



SCHAF member Ted Podewil sent this in about one of the most famous and versatile airplanes ever made, the Lockheed C-130, the mighty Hercules. Happy birthday to the airborne workhorse. Thanks Ted. Good article.

60 years after first flight, C-130 has far outlasted expectations



WARNER ROBINS, Ga. — On Aug. 23, 1954, a plane took off from the Lockheed plant in Burbank, Calif., for a flight that would have great impact on the military and Middle Georgia.

It was the first flight of the C-130 Hercules prototype. The bulky, propeller-driven aircraft looked behind its time in an era when sleek jet planes were the new thing in aviation. No one imagined the many uses and longevity the plane would have.

Famed Lockheed designer Kelly Johnson was one skeptic. He predicted that only 100 C-130s would be built. As of this year, the total production number is about 2,500, according to Lockheed Martin. The company was Lockheed when the C-130 first flew and later merged with Martin.

The C-130 is still being produced today, as it has been from the start, at the company's plant in Marietta. The company says it has been continuously produced longer than any aircraft in military history. It is commonly referred to as the "workhorse" of the Air Force.

Robins Air Force Base has been the caretaker of the Air Force's C-130s since the first production plane was delivered in 1956. The base does modifications, overhaul maintenance and worldwide management on the many variations of the C-130.

The 560th Aircraft Maintenance Squadron, which does the C-130 work, is the largest squadron at the base with 791 employees. Hundreds of other jobs, at least, can be attributed to the C-130 when counting various support personnel ranging from avionics technicians to security forces.

"This workload is extremely important to Robins Air Force Base," said Jim Russell, director of the 560th. "We take our work very seriously. Our folks understand the importance of this aircraft."

Although some older C-130s are being retired, for the foreseeable future the workload at Robins is expected to either stay the same or grow, Russell said. Part of that is because it is the only plane maintained at Robins that is still in production, so as older planes are retired, there are new planes entering the inventory.

In the world of distributing military supplies and troops, the C-5 and C-17 are the big rigs that haul cargo from the U.S. to combat theaters. The C-130s are more like the UPS trucks, getting goods from the large bases to the troops in the field, as well as dropping troops close to the enemy.

Its specialty, and one of the biggest reasons it has stuck around for so long, is its ability to land on remote, dirt airstrips with short landing and takeoff distances required.

That remains a common occurrence, Russell said, and because of that the planes come in a good bit more rugged than the other planes maintained at Robins.

But while hauling cargo and troops within the theater of operations is the primary purpose of the C-130, it has many more uses. One of the most notable is its role as a gunship.

Designated the AC-130, those planes will circle over an enemy area and rain down fire from guns protruding out of the sides of the aircraft. The effectiveness of that capability was well demonstrated in Vietnam, said William Head, the historian at Robins.

He has written a book about the AC-130, called "Night Hunters." The planes, he said, demonstrated that in the jet aircraft era, sometimes slower is better. That especially applies to the low-tech insurgency forces the U.S. has fought from Vietnam to Iraq and Afghanistan.

"Air power tends to be focused on faster airplanes and more sophisticated airplanes, but a gunship is low and slow," Head said. "When we got to Vietnam, it turned out to be perfect."

The plane has far more distinctly different uses than that. A specialized fire fighting system can be put on any C-130 to fight forest fires. Other variations can do aerial refueling, weather reconnaissance, search and rescue, and special operations. Another version has skis, so it can land on ice.

Most recently, C-130s dropped supplies to Iraqis trapped on a mountain by brutal Islamic State militants.

Lockheed Martin's fact sheet on the plane states, "There is no aircraft in aviation history — either developed or under development — that can match the flexibility, versatility and relevance of the C-130 Hercules."

Head said he didn't know if he could say it is the greatest military aircraft ever built.

"I would put it in the top five," he said. "Maybe the top three."

Lockheed test pilot Stanley Beltz was the pilot for the first flight of a C-130. About a year later, he died after crashing in the secret test flight of another aircraft.

Continuing with our series of ads from World War II, here's one from Nash-Kelvinator boasting of the fact they build the propellers for the DeHavilland Mosquito fighter bomber. It's interesting to look at ads from those days.

MOSQUITO...WITH A DEADLY STING!

"Mosquitoes" are bad in Europe this year. Spawmed and bred in Britain, these lightning-fast, plywood bombers are whirling over the big Rhine cities in broad daylight, or darting in at dusk to lead the way for the big fellows . . . raising welts and leaving scars awful to Nazi eyes.

It's Britain's pride—this new "Mosquito" that's streaking over Europe—and it's propellers for the "pride of Britain" that we're building here.

They're made by the many thousands, and for other bombers, too: British Lancasters . . . American Flying Fortresses and Liberators.

Bearing these planes aloft, each Nash-Kelvinator-made Hamilton Standard propeller is an engineering masterpiece—as beautifully machined that a puff of a man's breath can set it turning.

Into these "props" the men of Nash-Kelvinator are pouring not only their skill, but their heart's blood and the sweat of their brows! For their swift hands are guided to new records of accuracy and output by the knowledge that on these blades—there ride the lives of their own brothers, and their own!

NASH-KELVINATOR CORPORATION
Detroit, Michigan

Let's keep the battle rolling—with War Bonds and all the scrap we can collect!

NASH-KELVINATOR
In War... Builders of Pratt & Whitney Engines and Hamilton Standard Propellers. In Peace... Truck Automobils and Kelvinator Refrigerators.

LIFE March 8, 1945

Good Reads-

[With Wings Like Eagles](#) by Michael Korda. The English writer Michael Korda, author of renowned biographies of T.E.Lawrence, Dwight Eisenhower and Robert E. Lee, has written one of the best books yet on the Battle of Britain. It's not as long as other works but it gets to the meat of the subject in just a few pages. You meet the men and women who fought in a battle that would determine the future of western civilization in those desperate days. Get to know people such as Air Chief Marshall Sir Hugh Dowding, commander of RAF Fighter Command, and his group commanders Sir Keith Park, and Trafford Leigh-Mallory along with Hermann Goering, the blustery, almost comic head of the Luftwaffe. Korda also goes into an in-depth discussion of the RAF's centralized command and control system using radar that was able to meet the Nazi air armada at almost every turn. This is one that belongs on your bookshelf. Interesting sidelight: in the 1950's Korda served in the RAF.

Odds and Ends-

A few months back I asked a trivia question about the plane some people consider the worst fighter of World War II and the answer was the Brewster Buffalo; a plane that did little to enhance its reputation in service with the U.S. Navy, the Marine Corps and the RAF. However in the hands of pilots of the Finnish Air Force it turned in an admirable performance. Here's a link to a website called Historic Wings about a Finnish ace that flew the Buffalo with great success. Enjoy:
<http://fly.historicwings.com/2013/02/buffalo-ace/>

An article from earlier this year about a pioneering World War I aviator; his family has released a number of documents about his exploits and contributions to the advance of aviation. From the Daily Telegraph of London, adventures from out of *Boys Own* magazine:
<http://www.telegraph.co.uk/history/world-war-one/10760014/Exploits-of-WW1-Boys-Own-flying-ace-emerge.html> .

Our trivia question for last month concerned the shark's teeth or sharks mouth markings made famous by the Flying Tigers or the American Volunteer Group. Who used them first? Now this is an area where there is some disagreement but we'll try to get as close as possible to the correct answer. For years I grew up reading stories that members of the A.V.G. saw a magazine with pictures of P-40s of the RAF's Desert Air Force in North Africa with shark's teeth painted on the cowlings, liked the design and "borrowed" it. Recently though some aviation historians have found pictures of Bf-110s of the Luftwaffe in Greece with the shark's teeth motif and the Desert Air Force of the RAF apparently copied the design from Nazi aircraft they had gone up against during the Greek campaign. Some aviation historians say that some German squadrons may have used the shark's teeth motif as early as the Norwegian campaign though documentation is still being sought.



No matter who first used the design now when people see an airplane with shark's teeth they immediately think of the brave Americans who took to the skies over China to battle the forces of Imperial Japan.

Here's our trivia question for this month. Name the first woman to build and fly her own airplane.

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. **If you have missed any past newsletter, remember you can go to the [SCHAF website and go to the downloads page where past newsletters are archived.](#)** The restoration of GF-2 is picking up speed and in the coming months we are going to need more volunteers for that project as well as others that in the planning stage. Things are starting to get busy and any and all help is appreciated. If there's a project you would like to become involved with or you have an idea for a project, let us know. There's a real good chance you'll get the "go-ahead." **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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