



SCHAF Newsletter for December 2015

Reminder: The next SCHAF Open House will take place Saturday, December 12, 2015. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Greetings to members and friends of the South Carolina Historic Aviation Foundation. Hope you and yours had a great Thanksgiving and also hope that anyone who was impacted by the rains and floods of October is recovering from them and that things are getting back to normal. Let's see what's been happening over the past month with SCHAF.

Foundation Happenings-

During the Christmas we'd like to take a moment to remember a very special gentlemen who played an important role in helping SCHAF become the successful organization it is today: Col. Dan Rossman. Dan passed away in 2014 and his last public appearance at a SCHAF event was December 2013. Dan was the left seat student pilot of GF-2 on June 6, 1944, when was forced to ditch in Lake Greenwood.



He was a great supporter of the mission of SCHAF and he is still missed. On the multimedia page of the SCHAF website you'll find Dan's comments to the audience when he visited in December of 2013 as well as a video tribute to him featuring memories of his service during World War II. Here's the link: <http://www.schistoricaviation.org/multimedia.htm> .

The board of directors of the South Carolina Historic Aviation Foundation met on Thursday, November 19, 2015 at Hamilton-Owens Airport. Ken Berry reported on flooding at Hangar Y-1 in mid-November. Berry said that SCHAF is working with Hamilton-Owens to find a solution to flooding problems in hangars. It was reported that restoration of GF-2 is progressing nicely and the Plexiglas for the nose section will be ordered soon. It was also decided that USO style hangar dance which had to be postponed because of heavy rains and flooding in October will take place in the spring of 2016, probably in April.

Speaking of the spring hangar dance, planning will resume after the Christmas season. We will need a lot of volunteers and lots of folks to get involved and make the dance a big success. The dance will be the most ambitious fund raiser SCHAF and undertaken and we really do need everyone's support to pull it off in the style desired.

A sparsely attended open house for November. The EAA's Young Eagles took place in Camden that weekend and as usual when Young Eagles takes place elsewhere it has an impact on the open house. It was good though to see Marvin Williams, Ron Shelton and a few others. Young Eagles returns to Hamilton-Owens Airport in December and we hope with it the return of folks who want to learn more about the work and activities of SCHAF.



SCHAF member Bill Rouw sent this picture from Canada of the Canadian Warplane Heritage Museum's B-25. Bill is the crew chief for CWHM's B-25. Thanks Bill. Great picture.

Heard from some folks after last month's newsletter. Kelly Smutylo and Bob Lineberger, thanks for staying in touch. Glad you enjoy the newsletter. Also thanks to John Tokaz and Ted Podewil for providing info that goes into these newsletters.

Historical Notes-

An item for all you "leathernecks" out there. In an earlier newsletter I included a link to an article about Ted Williams, the great baseball player, who was also a pilot for the USMC in World War II and again in the Korean War. Here' a link to a good article about the man they called "Teddy Ballgame." Go here: <https://www.mca-marines.org/leatherneck/remembering-ted-williams-marine-fighter-pilot> .

Speaking of famous figures who served their country, here's an item sent in by SCHAF member Ted Podewil. An inspiring piece.

This 1967 true story is of an experience by a young 12 year old lad in Kingston, Ontario, Canada. It is about the vivid memory of a privately rebuilt P-51 from WWII and its famous owner/pilot.

In the morning sun, I could not believe my eyes. There, in our little airport, sat a majestic P-51. They said it had flown in during the night from some U.S. Airport, on its way to an air show. The pilot had been tired, so he just happened to choose Kingston for his stop over. It was to take to the air very soon. I marveled at the size of the plane, dwarfing the Pipers and Canucks tied down by her. It was much larger than in the movies. She glistened in the sun like a bulwark of security from days gone by.

The pilot arrived by cab, paid the driver, and then stepped into the pilot's lounge. He was an older man; his wavy hair was gray and tossed. It looked like it might have been combed, say, around the turn of the century. His flight jacket was

checked, creased and worn - it smelled old and genuine. Old Glory was prominently sewn to its shoulders. He projected a quiet air of proficiency and pride devoid of arrogance. He filed a quick flight plan to Montreal ("Expo-67 Air Show") then walked across the tarmac.

After taking several minutes to perform his walk-around check, the tall, lanky man returned to the flight lounge to ask if anyone would be available to stand by with fire extinguishers while he "flashed the old bird up, just to be safe." Though only 12 at the time I was allowed to stand by with an extinguisher after brief instruction on its use -- "If you see a fire, point, then pull this lever!" he said. (I later became a firefighter, but that's another story.) The air around the exhaust manifolds shimmered like a mirror from fuel fumes as the huge prop started to rotate. One manifold, then another, and yet another barked -- I stepped back with the others. In moments the Packard -built Merlin engine came to life with a thunderous roar. Blue flames knifed from her manifolds with an arrogant snarl. I looked at the others' faces; there was no concern. I lowered the bell of my extinguisher. One of the guys signaled to walk back to the lounge. We did.

Several minutes later we could hear the pilot doing his pre-flight run-up. He'd taxied to the end of runway 19, out of sight. All went quiet for several seconds. We ran to the second story deck to see if we could catch a glimpse of the P-51 as she started down the runway. We could not. There we stood, eyes fixed to a spot half way down 19. Then a roar ripped across the field, much louder than before. Like a furious hell spawn set loose -- something mighty this way was coming. "Listen to that thing!" said the controller.

In seconds the Mustang burst into our line of sight. Its tail was already off the runway and it was moving faster than anything I'd ever seen by that point on 19. Two-thirds the way down 19 the Mustang was airborne with her gear going up. The prop tips were supersonic. We clasped our ears as the Mustang climbed hellishly fast into the circuit to be eaten up by the dog-day haze. We stood for a few moments, in stunned silence, trying to digest what we'd just seen.

The radio controller rushed by me to the radio. "Kingston tower calling Mustang?" He looked back to us as he waited for an acknowledgment. The radio crackled, "Go ahead, Kingston." "Roger, Mustang. Kingston tower would like to advise the circuit is clear for a low level pass." I stood in shock because the controller had just, more or less, asked the pilot to return for an impromptu air show!

The controller looked at us. "Well, What?" He asked. "I can't let that guy go without asking. I couldn't forgive myself!"

The radio crackled once again, "Kingston, do I have permission for a low level pass, east to west, across the field?" "Roger, Mustang, the circuit is clear for an east to west pass." "Roger, Kingston, I'm coming out of 3,000 feet, stand by."

We rushed back onto the second-story deck, eyes fixed toward the eastern haze. The sound was subtle at first, a high-pitched whine, a muffled screech, a distant scream. Moments later the P-51 burst through the haze. Her airframe straining against positive G's and gravity. Her wing tips spilling contrails of condensed air, prop-tips again supersonic. The burnished bird blasted across the eastern margin of the field shredding and tearing the air. At about 500 mph and 150 yards from where we stood she passed with the old American pilot saluting. Imagine. A salute! I felt like laughing; I felt like crying; she glistened; she screamed; the building shook; my heart pounded. Then the old pilot pulled her up and rolled, and rolled, and rolled out of sight into the broken clouds and indelible into my memory.

I've never wanted to be an American more than on that day! It was a time when many nations in the world looked to America as their big brother. A steady and even-handed beacon of security who navigated difficult political water with grace and style; not unlike the old American pilot who'd just flown into my memory. He was proud, not arrogant, humble, not a braggart, old and honest, projecting an aura of America at its best.

That America will return one day! I know it will! Until that time, I'll just send off this story. Call it a loving reciprocal salute to a Country, and especially to that old American pilot: the late-JIMMY STEWART (1908-1997), Actor, real WWII Hero (Commander of a US Army Air Force Bomber Wing stationed in England), and a USAF Reserve Brigadier General, who wove a wonderfully fantastic memory for a young Canadian boy that's lasted a lifetime.



Here's a good link concerning Jimmy Stewart and his service:

<http://www.danielsww2.com/JimmyStewart.html> .

Good Reads-

[The Arsenal of Democracy](#) by A.J. Baime tells the story of how America's massive industrial capacity would be a decisive factor in the Allied victory in World War II, specifically the construction of the Willow Run plant by Ford Motor Company and how that plant would eventually, after some early problems, would turn out vast numbers of B-24 Liberator bombers which in turn would play a vital role in the air war. Well worth adding to your collection of aviation related books. By the way, the Willow Run Airport in Michigan is now the home of the Yankee Air Museum, which is working preserve Michigan's aviation history. Here's a link to their site:

<http://www.yankeeairmuseum.org> .

Odds and Ends-

Our trivia question last month asked who was the pilot who trained A-20 pilots at Florence Army Airfield from 1944 to 1945? He would later become an air force test pilot and would have an air force base named after him. The answer is Glen Edwards, who lost his life in 1948 while testing the Northrop YB-49 Flying Wing. What had been Muroc Air Force Base was renamed Edwards Air Force Base in his honor. During World War II Edwards would receive the DFC and Air Medal with five clusters for his service in North Africa. Congratulations to SCHAF member Katherine Cuddy who had the right answer. Thanks to SCHAF member John Tokaz for supplying the pictures below of Edwards.



Here's our trivia question for January. What is the name of the B-25 pilot that trained at Columbia Army Air Base in 1943, deployed to the Mediterranean Theatre and flew 51 combat missions with the 340th Bomb Group. He would return to CAAB as a B-25 instructor under Lt Col Adolph "Tik" Tokaz the Director of Training and Operations of the RTU. This instructor pilot then became an A-26 proficiency check pilot on the base and was reassigned at his request to the 319th Bomb Group when they deployed to the Pacific. Here are some hints. After the war he would become an Astronaut in the Mercury Space Program. Later he became Chief of Astronauts for the Apollo Space Program and would be the one to select Neil Armstrong to be the first man to walk on the moon.

Here's a link to a video of the 2014 Budapest Air Show. Some really impressive flying:
https://www.youtube.com/embed/0px9HFIVYjY?feature=player_embedded . A tip of the hat to Bob Lineberger who sent it in. Thanks Bob.

Speaking of videos, have you ever noticed that on more recent ones the propellers look different than they used too in movies and TV shows, you know, back in the days of film. It has to do with the transition to digital video. Okay, I'll admit sort of my geeky side showing through. Here's an article that explains what's happening:
https://www.youtube.com/embed/0px9HFIVYjY?feature=player_embedded .

One of the important missions of SCHAF is to get future generations interested not only in aviation history but also in careers in aviation and aerospace. Here's an article that points out the need for pilots and people to work on aircraft: <http://www.usnews.com/news/articles/2015/11/09/new-push-to-get-kids-interested-in-aviation-jobs?int=a14709> . It's important that we get young people involved with the aerospace industry, so if you know a young person who might be looking for an exciting career let them know about one of the most exciting career choices around.

Speaking of getting young people involved with aviation, here's a great story. ATEC, the Applied Technology Education Campus in Kershaw County is one of the leading vocational educational facilities in the Palmetto State. Well, in recent month ATEC students have been involved in refurbishing and repainting an AH-1 Cobra attack helicopter owned by the Celebrate Freedom Foundation and in November the finished product was unveiled to the public. The chopper will be used in educational programs at various midlands school districts. To the students at ATEC, good job. Kudos, also, to the Kershaw County School District for supporting such a worthwhile project.



A piece regarding the Cuban Missile Crisis in the 1060's. Interesting because a South Carolinian played an important role. Here's the link:
<http://archive.marinecorpstimes.com/article/20121014/NEWS/210140310/Cuban-missile-crisis-Really-touch-and-go-> .

Another good article about the legacy of the B-17 Flying Fortress:
<http://www.businessinsider.com/the-b-17-flying-fortress-debuted-80-years-ago-today-here-is-its-legacy-2015-7>.

Another article dealing with my geeky side; how gliders fly. Follow this link:
<http://www.boldmethod.com/blog/article/2015/02/your-guide-to-glider-flying/> .

As we've done the past of couple of Christmas seasons we include a link to the reading of Frederick Forsyth's *The Shepherd* as read by the late Al Maitland of the Canadian Broadcasting Corporation. A story of hope for a season of hope. Here's the link: https://www.youtube.com/watch?v=j2_bLEqmBi0 . Enjoy.

In Closing-

Well, that wraps up this month's SCHAF newsletter. Hope everyone has a very Merry Christmas. We are wrapping up a very successful year here at SCHAF. 2016 will be even better. 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. **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
Dave McIntosh (dmcintosh1@sc.rr.com)

South Carolina Historic Aviation Foundation 803 731 3254



Merry Christmas to everyone from the folks at SCHAF

