



## SCHAF Newsletter for November 2016-

**Reminder: The next SCHAF Open House will take place Saturday, November 12, 2016. 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.**

Greetings to all members and friends of the South Carolina Historic Aviation Foundation. October was a really busy month, what with Aerofest 2016 and the 2016 SCHAF hangar dance. Let's dive in and see what's been going on recently.

### Foundation Happenings-

Saturday, October 15 the South Carolina Historic Aviation Foundation held their 2016 hangar dance. This year the theme was a Hawaiian luau. Around a hundred people showed up and great time was had by all. Entertainment was provided by the Ross Holmes Orchestra and the Pin-Up Dolls for Heroes. It was a great evening and a chance for folks who love aviation and history to get together.



That same day Aerofest 2016 took place at Hamilton-Owens Airport and a large crowd turned out to see a number of historic warplanes including GF-2, an F4U Corsair, an SNJ trainer along with an Apache attack helicopter and a Chinook helicopter from the South Carolina Army National Guard. It was a great event with a lot of folks stopping by to hear the story of GF-2 and the work of the foundation. It was also a chance to support a really great cause, Camp Kemo. Aerofest is what used to be known as the Early Yerrick Static Display but the decision was made this year to rename it Aerofest in an effort to project a more community oriented image. Big hit of the weekend was the 1929 Ford Tri-Motor which EAA 242 brought to town. Thanks go out to the volunteers from SCHAF, EAA 242 and Fly and Fun for the Community, LLC who worked so hard to make Aerofest 2016 the big success it was.



*Ford Tri-Motor*



*GF-2*



*SNJ and F4U Corsair*

Among the SCHAF members who were on hand to help out during Aerofest were Ron Skipper, Katherine Cuddy, Niall McLaughlin, Ken Berry, Ron Shelton, David McIntosh and Mary McIntosh. Also thanks go out to the folks who helped set up for the hangar dance. A very special thanks goes out to Ken's mom Virginia Berry who did so much to ensure the success of that evening's hangar dance.



*Ron Skipper shows off GF-2*



*GF-2*



*Boeing Chinook*

The board of directors of the South Carolina Historic Aviation Foundation met on Thursday, October 27, 2016 at Hamilton-Owens Airport in Columbia. Board members present were Ron Shelton, David McIntosh and Scott Linaberry. Members present were Ron Skipper, Katherine Cuddy, Niall McLaughlin and Mary McIntosh. Since there was not a quorum no action was taken. Ron Skipper reported on the restoration of GF-2 and said that work on the nose section is nearing completion and that Plexiglas should be installed in the near future. He also said the restoration crew is ready to start putting some of the metal skin back on the plane. Katherine Cuddy, who heads the membership committee said that membership renewal notices have been mailed out and that response has been good, adding that another renewal mailing is planned for early next year. Ron Shelton also reported on the donation of around a dozen model aircraft that have been donated to SCHAF. They were built by a professor at the University of South Carolina who passed away recently. There are some beautiful models in the collection and they are an important addition to our collection of artifacts and other items that will be used to educate the public about the history of aviation in South Carolina and elsewhere. There was also discussion of a proposal to look into forming a Youth Education Division of SCHAF. A SCHAF member is offering to donate an aircraft to the foundation so that young people can receive instruction in aircraft maintenance and mechanics. The program could also, in cooperation with other organizations, start young people on the road toward earning a pilot's license. It would be modeled after a successful program at Peach State Aerodrome in Georgia. It was agreed that such a program would be a worthwhile project but would require a lot of organization, a number of volunteers and would probably take a while to set up and become operational. There will probably be more discussion in the coming months regarding the feasibility of such a program. If anyone is interested in becoming involved and possibly serving on an organizational committee please get in touch with me or another member of the SCHAF board of directors.

A member of SCHAF is celebrating his 90<sup>th</sup> birthday on the 15<sup>th</sup> of this month. Birthday greetings to Xen Motsinger. SCHAF member Rachel Haynie sent this tribute to one of the founding members of the South Carolina Historic Aviation Foundation.

**Aviation, in its infancy in the early 20<sup>th</sup> century, was the ambition of many boys – and as we know from history, a token few girls as well. Like an innovative nation obsessed with soaring through the air, to fly was also a dream of Xen Motsinger, and through patience and determination, he made that dream come true.**

**In his nine decades, he has flown, owned, judged, and tinkered with, hauled parts of many of the industry's stalwart aircraft. He has been an active pilot until recently.**

**He had wanted to fly even before he entered the military. When Xen enlisted in the U.S. Army WWII's momentum had crested and was rumbling to unconditional surrender; he didn't get to fly there, but he began what turned out to be more than 30 years of patriotic service. "I was discharged from the Army, remained in the National Guard for a few years, then a buddy suggested I continue in the Army Reserves. That's where I earned most of my rank," said Xen, still spiffy in his uniform, worn recently to the hangar dinner and dance hosted by SCHAF.**

As a young man Xen learned to fly, as do many fliers, in a Piper Cub. From those early experiences, his aviation avocation was launched. As soon as he could, he became part owner of an airplane. Over the years he has been owner or co-owner of more than 20 aircraft, ranging from old Piper Cubs to modern Beechcraft.

When interest in forming a local chapter of EAA (Experimental Aircraft Association) at the in-town airport (now Hamilton Owens) surfaced in 1965, Xen was a founding member

More recently, as a founding board member of SCHAF, he became an unofficial part-owner in GF-2, the rare Mitchell B-25 of which SCHAF is steward. Xen was part of the lobbying and negotiations that led to the transfer of ownership of that historic aircraft that ditched into Lake Greenwood on D-Day and was salvaged in 1983.

As he gained knowledge and experience while also cultivating a network of like-minded aviation enthusiasts, Xen began to be asked to judge air shows and competitions, including two of the world's best known. At both the world's largest air show, EAA AirVenture, held annually in Oshkosh, WI, and at the second largest, Sun and Fun in Lakeland, FL, he is an icon.

At 80 Xen became eligible for and joined the UFOs, United Flying Octogenarians.

He and Phyllis have been married for six decades; they have three daughters: Rosemary, Priscilla and Lisa.



**HAPPY BIRTHDAY, XEN!**

### **Historical Notes-**

Some nice pictures of the first take off of an airplane from a ship. Of course, aviation historians out there know I'm referring to Eugene Ely who in 1910 took off in his Curtiss pusher from the U.S.S. Birmingham:

[http://izismile.com/2009/04/03/the\\_first\\_aircraft\\_carrier\\_17\\_pics.html](http://izismile.com/2009/04/03/the_first_aircraft_carrier_17_pics.html) .

Everyone I'm sure is familiar with the Keep Calm and Carry On posters from World War II. An interesting article from an Australian blog called Air-minded about the story behind the iconic poster:

<http://air-minded.org/2016/01/12/1939-vs-1940/> .

It started life as an airliner but that was just a cover for what was intended to be a bomber. And in the early days of World War II it was a feared sight in the skies of Europe. Here's the story of the "wolf in sheep's clothing", the Heinkel HE-111: <https://www.warhistoryonline.com/world-war-ii/the-wolf-in-sheeps-clothing-heinkel-he-111-bomber.html> .

Imagine this. You're a pilot in a combat situation. You see an aircraft headed in your direction. Is it friend or foe? Your life might depend on it. Here's an article about the identification charts used by American pilots during the Second World War: <http://www.businessinsider.com/charts-allied-and-axis-planes-2016-6> .

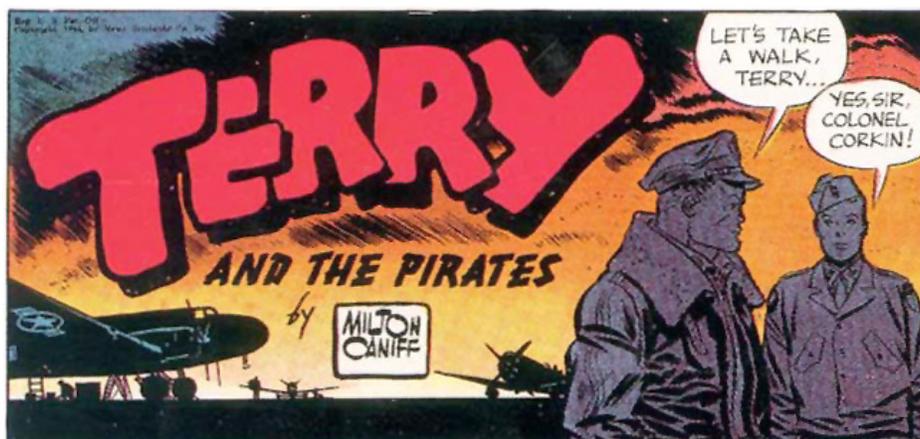
## Good Reads-

This month something a bit different. Instead of featuring a selected book I'm going to recommend a specific author, one with an aviation background. From the 1940s through the early 60s one of the most popular writers in the world was the Englishman [Nevil Shute](#). His real name was Nevil Shute Norway, he used Nevil Shute as a pen name. He was an aircraft engineer who started writing as a hobby. He worked with de Havilland and later worked with Vickers on the British dirigible program. In the early thirties he would found his own aircraft company, [Airspeed](#), which would build the Airspeed Oxford, which was widely used throughout the British Commonwealth to train aircrew. Airspeed would also build the legendary [Horsa](#) glider which would carry British and American glider infantry into battle during the Normandy invasion and other airborne operations such as Market Garden and Varsity. He started writing in the 1920s and it's for his books that Nevil Shute will be remembered.

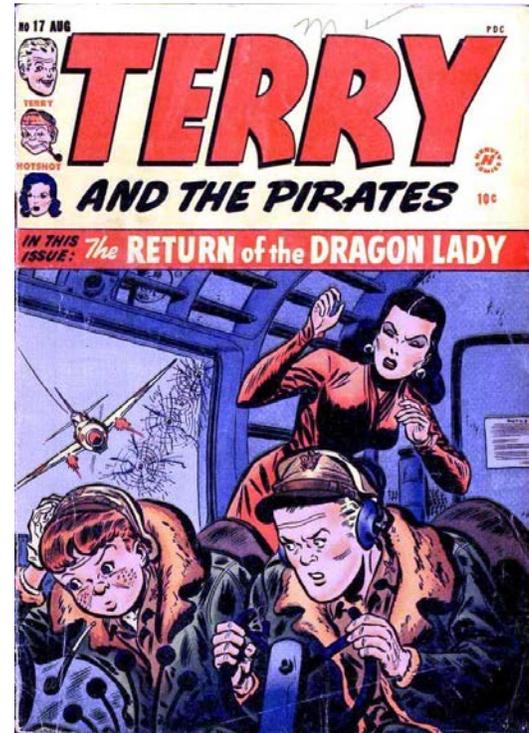
Probably his most famous works are [On the Beach](#) and [A Town Like Alice](#) . The film version of On the Beach starred Gregory Peck, Fred Astaire and Ava Gardner and was a hit movie in the early 1960s. A Town Like Alice was a popular TV mini-series in the 1980s that was a co-production of the BBC and ABC (Australian Broadcasting Commission) and both are classics. Another Shute classic is [No Highway](#) which would become a movie called [No Highway in the Sky](#) starring Jimmy Stewart who of course served in the U.S. Army Air Forces during World War II. In this movie Stewart is a boffin at Royal Aircraft Establishment Farnborough. No Highway is a great book and the movie is also a great bit of cinema. Film buffs take note that Glynis Johns, who portrayed a stewardess in No Highway in the Sky, was in the 1964 movie hit Mary Poppins. If you're not familiar with Nevil Shute's works now is a great time to get started.

## Odds and Ends-

Last month's trivia question had to do with a famous comic strip. Its hero was Terry Lee, a young blond aviator in the mysterious Orient. The strip was drawn by a famous artist by the name of Milton Caniff. Congratulations to Franklin Hall who guessed correctly that I was looking for Terry and the Pirates. Also congratulations to Anna Amick who also had the right answer. After World War II, following a disagreement with his newspaper syndicate, Caniff would begin penning another famous comic strip, this one also featuring a blond pilot also who served in the U.S. Air Force. The comic? Steve Canyon. Terry and the Pirates would be taken over by George Wunder, who would draw it until the 1970s. There would also be a popular radio serial and movie serials based on the comic strip as well as a TV show in the 1950s. Among the notable characters in Terry and Pirates, the Dragon Lady, one of the pirates who crosses paths with Terry Lee. Another character was Hot Shot Charlie, a red headed daredevil who was Terry's best friend. Franklin Hall said that when he was an aviation cadet in World War II there was another cadet in his class acted like Hot Shot Charlie and was proud of it.



In the 1990s there was an attempt at bringing back an updated Terry and the Pirates with the Dragon Lady as a war orphan in Viet Nam. The attempted reboot only lasted a couple of years. It was a really great comic strip and one I loved as a kid. The only problem was that *The State* ran Steve Canyon instead (which I also loved) and I only got to see Terry and the Pirates when we traveled or my father bought an out of town newspaper for some reason. Again, a great comic. I still miss it.



Now here's our trivia question for this month. In the 1940s and 50s a popular watering hole for the Hollywood elite as well as pilots from nearby Muroc Army Air Base (later Edwards Air Force Base) was the Happy Bottom Riding Club. It was owned and operated by a famous aviatrix who had quite a reputation as a pilot and was friends with a number of other well-known aviators. Who was the woman who ran the Happy Bottom Riding Club? Some hints: if you have read [The Right Stuff](#) by Tom Wolfe (one of my favorite authors) or seen [the movie](#) you should know the answer. We'll let you know who she is next month.

Speaking of someone with the right stuff, Bob Hoover, a daredevil from an earlier era of aviation passed away recently. He was described as a natural "stick and rudder" man. Here's his obit: <http://www.latimes.com/local/la-me-bob-hoover-appreciation-20161027-story.html> .

I'm one of those who thinks it's a better world because of aviation. We're able to fly to distant places, make new friends and see sites we otherwise would not be able to because of the miracle of aviation. In some places in the world an airplane not only means a better life but the difference between life and death. One such place is the outback of Australia, or Oz as the "aussies" call it. Because of the Royal Flying Doctor Service people in a remote part of the land down under are able to receive primary medical care. Here's a good posting about the RFDS from the Australian blog Aces Flying High: <https://acesflyinghigh.wordpress.com/2016/10/16/the-royal-flying-doctor-service-of-australia/> .

It was great to run into my old friend Rick Wrigley during Aerofest. Rick has been a friend since my early days in broadcasting. In the 1960s while at U.S.C. Rick was on the air at WCOS-AM. He later worked as chief engineer for WIS Radio and was on the engineering staff at WIS-TV before going into IT. Rick has a blog called [A Boomer's Memories](#). If you like old radio, aviation (Rick is a pilot) and remembering days gone by it's a great blog. Rick was kind enough to put up a posting about Aerofest and GF-2. I did have to let him know that the foundation's bomber came out of Lake Greenwood not Murray and that it crashed in 1944 not 1942. He said he was sorry for the mistakes but had made some assumptions about the plane. His posting also mentions the naval ROTC unit at U.S.C. By the way, if you like oldies and rock and roll from the sixties

Rick does a show each Saturday morning on WUSC-FM. Would like to mention another friend of SCHAF who is on the air at WUSC-FM. If you like blues and R and B music you should check out Claire DeLune's program Blues Moon Radio. Oh, and Rick thanks for helping spread the word about SCHAF.

In our trivia question above we're looking for a famous woman pilot. Well, there's an organization of female pilots called the Ninety-Nines. Here's a Wikipedia entry about them. Look at the list of famous members and you'll find the answer to the trivia question: <https://en.wikipedia.org/wiki/Ninety-Nines> .

Earlier in the newsletter I made mention of the restoration of GF-2 and I'd like to take a moment to thank some folks who have played a valuable and important role in assisting SCHAF in bringing GF-2 back to life. I'm speaking of the folks at the Richland County Conservation Commission. Nancy Stone-Collum and her staff have been great in supporting the project. If you're not familiar with the Richland County Conservation Commission you should be because they are doing great work at helping preserve the history of Richland County. Here's a link to their website:

<http://www.richlandonline.com/Government/Commissions/ConservationCommission.aspx> .

## In Closing-

Well, that wraps up this month's SCHAF newsletter. Hope that everyone has a great Thanksgiving. 2016 has been a very successful year for SCHAF but a new year is approaching. 2017 would be a great time to become more active in the work of the South Carolina Historic Aviation Foundation. Try and make it a point to become more involved in the coming months. There's a lot going on and a lot you can become involved with. Again, have a great Thanksgiving.

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

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**Happy Thanksgiving to everyone from the folks at SCHAF**

