

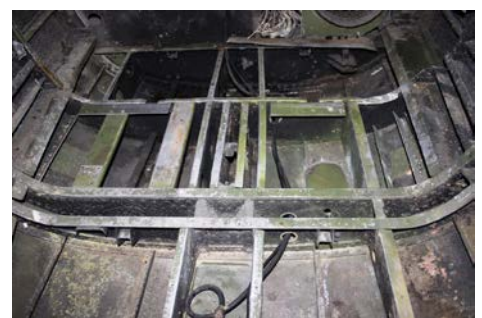
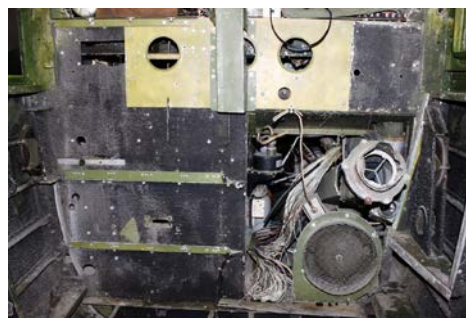


SCHAF Newsletter for October 2017-

Reminder: The next SCHAF Open House will take place Saturday, October 14, 2017. 10am-1pm at Hangar Y-1 Hamilton-Owens Airport.
AeroFest 2017 will take place Saturday, October 21, 2017 from 10am through 4pm at Hamilton-Owens-Owens Airport.

Foundation Happenings-

Greetings to members and friends of the South Carolina Historic Aviation Foundation. September was a busy month; the big news is that the SCHAF restoration team has completed the project to rebuild the nose section of "Furtle Turtle," the B-25 at Patriots Point in Charleston, South Carolina. This is a great example of how historic organizations in the Palmetto State can work together to ensure that future generations will be aware of the contributions of previous generations. SCHAF members who took in part in the project to restore the nose section of "Furtle Turtle" were: Ron Skipper, David Moxley, John Chamberlain, Katherine Cuddy, Joe McDonagh, Gary Byrd, Lucienne Lapierre, Edwin Scott, and Niall McLaughlin. Special kudos go out to Ron Skipper and David Moxley, who spent quite a lot of time at the U.S.S. Yorktown in Charleston carrying out restoration. Below are some before and after pictures.



Before moving on to other subjects, want to mention that big things are in store for October. Our monthly open house will take place Saturday, October 14th and we will be holding a birthday party. We'll be celebrating the 75th birthday of GF-2, SCHAF's B-25. We'll have a short program commemorating her arrival in the Palmetto State in 1942. We'll also have refreshments and would love to have as many people as possible to wish the ol' girl a happy birthday. Also, on October 21st the 2017 edition of AeroFest will take place at Hamilton-Owens Airport. A number of historic aircraft including a Ford Tri-Motor will be there. It will be a great chance to see a wide selection of warbirds and antique aircraft. Hawkeyes Over AeroFest, an aerial scavenger hunt will also take place. And remember AeroFest raises funds for a great cause, Camp Kemo, which provides recreational opportunities for kids undergoing treatment for cancer. Hope to see everyone at both events. Link to AeroFest 2017 site: <http://flyforfunandcommunity.com/blog/>.

A successful open house on Saturday, September 9, 2017. Met a number of nice people who seemed very interested in the work of SCHAF as well as a couple of young men who expressed an interest in not only getting involved with SCHAF but also learning to fly. We were also honored with a visit from Julian Burns, who is not only a retired Major General in the U.S. Army, but also the chairman of Kershaw County Council. Julian is a strong and enthusiastic supporter of the military and of America's veterans. Everyone had a great time meeting and talking with Julian. Again sir, thanks for coming by. We hope to see you again soon.



September Open House

SCHAF members who were at the September open house were Ken Berry, David and Mary McIntosh, Ron Skipper, Katherine Cuddy, Marvin Williams, Alton Blanks, Niall McLaughlin, Bruce Cotner and Ron Shelton.



Sunday, September 24th was a big day at Hamilton-Owens Airport. The Liberty Foundation brought their B-17 "Madras Maiden" to Columbia as part of their Salute to Veterans tour. A big crowd turned out to see her and a number of folks were able to fly in her, among them SCHAF member Ted Podewil, who said it was absolutely wonderful. Still trying to wipe the smile off his face. Got to talk to some of the folks from the Liberty Foundation and I can tell you they are a great bunch of guys. A shout-out to Keith Youngblood with the Liberty Foundation. Great to talk with you and thanks for bringing Madras Maiden to Columbia. Really good folks and we hope to see you again soon. Here's the link to their website:

<http://www.libertyfoundation.org/index.html>. Again, great guys, glad you were able to make it to the Palmetto State. SCHAF opened up the hangar and folks were able to come visit and learn more about our work. Met a number of nice people who seemed interested in the work of SCHAF. All in all a really good Sunday afternoon.

The board of directors of the South Carolina Historic Aviation Foundation met on Saturday, September 9 before the monthly open house. Board members present were: Ken Berry, David McIntosh, Katherine Cuddy and Ron Skipper. Mary McIntosh was also present. There was discussion on the October open house and commemorating the 75th anniversary of GF-2s arrival in South Carolina in 1942. There was also discussion regarding SCHAF's participation in AeroFest 2017 at Hamilton-Owens Airport. It was decided that SCHAF will have tee shirts on sale during AeroFest as a way of raising funds. It was also reported that the sale of the Cessna 206 owned by the foundation has closed and funds from the sale have been received. It was reported

that part of the floor section of GF-2 has been replaced and there was an update on the project to rebuild the nose section of the Patriots Point B-25. It was also reported that SCHAF member Richard Hill, who now lives in Washington State is involved with the restoration of a B-17 Flying Fortress. There was also discussion regarding the replacement of an inner tube and tire on GF-2. It was reported that a replacement inner has been found and a source for a tire has been contacted.

Historical Notes-

I've always thought that Adolph Malan was one of the more interesting men to fly for the RAF in World War II. A South African of Afrikaner background, he would fly for the British and then return to his homeland after the war and along with other veterans would work for equality among the various ethnic groups of South Africa. With a name like Adolph it's not surprising that he would rather be known by his nickname "Sailor," a moniker he earned by being an officer cadet in the Merchant Navy before the war. In the movie *The Battle of Britain* the character portrayed by Robert Shaw, Squadron Leader Skipper, is based on Sailor Malan. Like to know more about this intriguing man, here are a couple of links: <https://samilhistory.com/2016/11/06/sailor-malan-ww2-fighter-ace-anti-apartheid-freedom-fighter/> and https://en.wikipedia.org/wiki/Adolph_Malan.

A film by a famous Hollywood director on one of the most famous battles of World War II: <http://www.businessinsider.com/one-of-the-most-important-battles-of-world-war-ii-was-captured-on-film-by-a-legendary-hollywood-director-2015-6>.

It was one of those planes from World War II that could be called a jack of all trades. It served as an observation aircraft. Planes from the so-called "moon squadrons" spirited agents of the Special Operations Executive into occupied Europe and it pretty much did whatever was asked of it. It was the Westland Lysander: http://www.militaryfactory.com/aircraft/detail.asp?aircraft_id=1529.

How an off-handed remark by the president resulted in one of the strangest names around for an aircraft carrier: <http://www.vintagewings.ca/VintageNews/Stories/tabid/116/articleType/ArticleView/articleId/457/Revenge-of-the-Shang.aspx>.

Here's the story of the accident prone forerunner of a legendary flying boat: <https://www.warhistoryonline.com/quest-bloggers/martin-pbm-mariner-accident-prone-forerunner-2016-oshkosh-star-martin-mars.html>.

Can you improve on a classic? If it's the Spitfire, the answer is yes: <http://www.avgeekery.com/engineers-kept-refining-the-spitfire-until-it-won-the-war/>.

Another classic, the Douglas Skyraider: <http://www.avgeekery.com/skyraiders-were-rough-tough-birds-just-like-the-heroic-pilots-that-flew-them/>.

A good posting from the Travel for Aircraft blog about the RAFs Red Arrows: <https://travelforaircraft.wordpress.com/2017/01/30/the-royal-air-force-aerobatic-team-known-to-us-all-as-the-red-arrows/>.

Something I never knew; in the 1960s McDonnell tried to break into the bizjet market: <http://aviationweek.com/blog/mcdonnell-s-orphan-bizjet-survivor>.

On the subject of the China/Burma/India Theatre, here's a link to an article by General Henry "Hap" Arnold about the aerial invasion of Burma: <http://www.cbi-theater.com/invasion/invasion.html>.

Which airplane flew the first non-stop flight around the world? The answer is the Boeing B-50, which was an improved B-29. Want to know about the B-50 Superfortress? Follow this link: <http://www.avgeekery.com/against-all-odds-the-boeing-b-50-flew-the-first-non-stop-around-the-world-flight/>.

Here's a posting about the Convair B-36 Peacemaker and attempts to turn it into a flying aircraft carrier: <http://www.fogonazos.es/2008/04/convair-b-36-flying-aircraft-carrier.html> . More on the subject of airborne aircraft carriers: <http://www.darkroastedblend.com/2012/08/huge-airborne-aircraft-carriers.html> .

Here's the story of the plane that flew too soon: <https://www.damninteresting.com/the-plane-that-flew-too-soon/> .

Good Reads-

This month I'm recommending two books; both by the same author and both dealing with bombing missions on different sides of the world during the Second World War. The first book is [Mission to Berlin](#) by Robert F. Dorr, the story of the first daylight mission to the capital of the Third Reich by the 8th Air Force. The second book, also by Dorr, is [Mission to Tokyo](#), the story of Operation Meetinghouse, the firebombing of Tokyo in March of 1945. Both books take the reader through the lead up to both missions and introduce the men who climbed upon their aerial steeds, took to the skies and flew, fought and sometimes died in the battle to defeat the enemy. Both are worthwhile books though at times Dorr's writing style can be a bit clunky and repetitive though at other times he does a good job of moving the story along. Check them out. All in all good additions to the collection of any history or aviation enthusiast.

Odds and Ends-

Last month's trivia question involved aerobatic displays teams. We were looking for the first one to use supersonic jets. The answer is the United States Air Force Thunderbirds, known around the world for their thrilling aerial shows and a favorite of visitors to airshows everywhere. The plane was the North American Aviation F-100 Super Sabre. I have been fortunate enough to see the Thunderbirds twice and both times they left me speechless. Along with the navy's Blue Angels, the Red Arrows of the RAF and the Snowbirds of the RCAF, they are among the elite of the world's aerial demonstration teams. Congratulations go out to D.C. Locke for coming up with the right answer. Here's a link about the Thunderbirds going supersonic: <http://www.avgeekery.com/the-usaf-thunderbirds-were-the-worlds-first-supersonic-flight-demonstration-team/> .



F-100 of the Thunderbirds

Here's a cool picture from July of this year of the Thunderbirds over Loch Ness in Scotland. Bet "Nessie," the Loch Ness monster kept her head down as they roared overhead.



Thunderbirds over Loch Ness, Scotland

Now here's our trivia question for this month. I'm looking for the name of an airline. Below is their logo. He was known as "Herman the Duck." Here are some hints: the airline operated in the Midwest and was what then called a "feeder airline," in other words a regional airline that feed traffic to the big boys. In the 1980s it would merge with a regional airline from the south and that airline would merge with one of the majors. Any idea which airline I'm looking for? Find out next month.



Herman the Duck

A blog about some strange X-planes; <http://xplanes.tumblr.com> .

I know a number of the readers of the SCHAF newsletter are pilots. Here's a good article dealing with airplane preventive maintenance and what pilots are allowed to do: <https://disciplesofflight.com/aircraft-preventive-maintenance-pilots/> . Speaking of pilots, an article on why being a glider pilot makes you a better pilot of a powered aircraft: <http://www.planeandpilotmag.com/article/flying-gliders-makes-safer-pilots/#.WNgd-jFtmM> .

They've got more guts than I do. Watch two members of the Red Bull Aerobatic Team fly through a hangar: <https://www.youtube.com/watch?v=0GCFWKBoV7E> .

Flying low is one thing. Flying low in a B-52, over the ocean close to an aircraft carrier. Well, that's stepping it up to the next level: <http://gizmodo.com/5893585/is-this-insane-low-pass-flyby-the-craziest-thing-youre-going-to-see-today-most-probably-yes> .

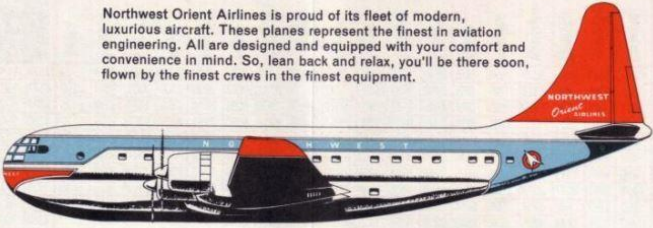
Seems like there's an app for everything these days. Here's a list of the ten most popular apps for pilots and aviation enthusiasts: <http://www.avgeekery.com/ten-popular-aviation-apps-used-by-pilots-and-avgeeks/>

A trip down memory lane; airline TV commercials from days gone by: <http://gadling.com/2009/10/26/take-a-walk-down-memory-lane-10-vintage-airline-commercials/> .

And while we're on the subject of airlines an ad from the fifties for Northwest Orient Airlines.


You Fly the Best...When You Fly NORTHWEST!

Northwest Orient Airlines is proud of its fleet of modern, luxurious aircraft. These planes represent the finest in aviation engineering. All are designed and equipped with your comfort and convenience in mind. So, lean back and relax, you'll be there soon, flown by the finest crews in the finest equipment.



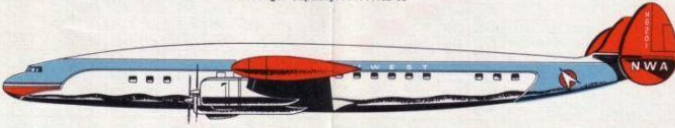
BOEING STRATOCRUISER

Length	110 ft. 4 in.	Horsepower	3,500 per engine
Wing Span	141 ft. 3 in.	Maximum Range	5,870 miles
Gross Weight	145,800 lbs.	Maximum Cruising Speed	Over 340 miles per hour
Engines	4 Pratt & Whitney Wasp Majors	Fuel Capacity	7,790 gallons
Passenger Capacity	83 (69 in cabin, 14 in lounge)		



DOUGLAS DC-6B

Length	106 ft. 6 in.	Horsepower	2,500 per engine
Wing Span	117 ft. 6 in.	Maximum Range	4,900 miles
Gross Weight	107,000 lbs.	Maximum Cruising Speed	335 miles per hour
Engines	4 Pratt & Whitney R-2800	Fuel Capacity	5,404 gallons
Passenger Capacity	52-68		



LOCKHEED TURBO CONSTELLATION

Length	113 ft. 9 in.	Horsepower	3,250 per engine
Wing Span	123 ft.	Maximum Range	4,600 miles
Gross Weight	137,500 lbs.	Maximum Cruising Speed	335 miles per hour
Engines	4 Wright Turbo-Cyclone	Fuel Capacity	7,750 gallons
Passenger Capacity	(Trans-Pacific) 52		

In Closing-

Well, that wraps up this month's SCHAF newsletter. Remember, a lot will be going on in October. Hope to see you at Hamilton-Owens Airport for both the open house and for AeroFest. Also, I'm always bringing up the need for folks to get involved with SCHAF. A lot of good people have stepped forward but we need more. Is there an area that interests you? Do you have an idea for a project? Then let us know. With SCHAF the sky is the limit. Okay, poor pun, but you know what I mean. Things are happening and you don't want to miss. Now is the time to step up. You can help make SCHAF an even better organization..

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.

See you next month.

Dave McIntosh (dmcintoshone@att.net)



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