



SCHAF Newsletter for December, 2020

Reminder: The next SCHAF Open House will take place Saturday, December 12, 2020 from 10am-1pm at Hangar Y-1 Jim Hamilton/LB Owens Airport.

Foundation Happenings

It is so exciting to see the details starting to appear in the three major restored areas. The floor is back in the bombardier's area and the interior items are being added back into the nose. The air vent for the bombardier has been fabricated from sheet metal, ½ modern air vent and a wooden ball for the handle. Some of the original duct work for the bombardier is still located in the tunnel. Even more little details are being added to the cockpit. If you look closely at the picture below, you can see headsets draped over the steering yokes and microphones for the interphone system along the side walls.

Bombardier's air vent



Cockpit view



Navigator's area



Navigator's radio compass



As seen in the two pictures above, the details are also emerging in the navigator's area. SCHAF is very proud of the hard work being put into this area. In the picture on the left, details such as the thermos, headset and instruments can be seen. The picture on the right shows the radio compass located on the navigator's table. Each of you really needs to see these updates in person. Pictures do not do justice to the hard work being put into these areas.

Show Off Your Aviation Memorabilia

SCHAF member, Niall McLaughlin, emailed these pictures from his collection. Aviation enthusiasts collect all sorts of items. Niall has these two aircraft steering yokes. The one on the left is an original WWII Lancaster steering yoke. The picture on the right is a Hurricane Spade grip from a 1940 crash in northern France.



B-25 Raider Picture



Models



Every aircraft enthusiast has both airplane pictures and models. Some of us build models while some of us buy diecast models. But we ALL have models! The picture above on the left is a Doolittle Raider painting signed by 24 Raiders and the Chinese general who saved them. Niall built the model planes pictured on the right.

If you would like, send SCHAF (info.schaf@gmail.com) a picture of your aviation related displays from your office or home. We would love to include your picture in a future issue.

SCHAF MEMBER HISTORY

While SCHAF member, Rick Wrigley is our volunteer webmaster, he is also a pilot, former certified flight instructor and NAVY ROTC. Rick sent us the following autobiography of his aviation days.



Growing up in Jacksonville Florida squarely under the flight path of the Naval Air Station, it was inevitable that Rick would be an aviation buff and wanted to become a Naval Aviator. He received a full Naval ROTC Scholarship to the University of South Carolina. In addition to the Naval Science and drill requirements during the semester, there was a summer cruise requirement. Rick's introduction to a working naval aircraft in action was on his cruise in 1964. While on the USS Little Rock (CLG-4) as part of a surface flotilla, CruisDesFlot 10, a key part of the exercises was the launching and retrieval of the Sikorsky H-34 helicopter. Upon his return to Norfolk, VA, he took his first civilian flight, a Delta DC-3 back to Jacksonville.

Rick's first flights in US Navy aircraft would occur the following summer. After three weeks of "Introduction to Naval Aviation" at Corpus Christi NAX in Texas, the training started with a "ride" in Martin-Baker ejection seat and inverted water landing simulators. Finally, flight day arrived and Rick suited up in his flight suit, strapped on a G-Suit and helmet and met his instructor pilot (IP). While flying a Grumman F9-F Cougar over the Gulf of Mexico. they went through a series of combat aerobatic maneuvers followed by a cross-country flight from Corpus to Houston to San Antonio and back. Upon returning to Corpus the instructor executed a nearly 80 degree bank that slows the jet down from over 300 knot approach to around 120 knots for landing. The side effect of this is nearly 6 G's of force. Needless to say he exited the F9-F a little wobbly-kneed but grinning from ear to ear. During the rest of the time at Corpus Rick flew in a Grumman S2- F and received 10 hours of Basic Naval Flight training in a Beechcraft T-34 Mentor, the Navy's version of a Bonanza.

Rick's next flying experience came in 1969 when, now a civilian, he and his wife, Susan, began taking flying lessons at Miller Aviation based on the Northeast corner of Columbia Metropolitan Airport. He quickly got his Private Pilot and Commercial Pilot Licenses, Instrument Rating and Certified Flight Instructor certificates. From the mid 70s through the end of the 80s, he taught flying part time at the school. During this time at Miller Aviation, Rick became very familiar with the airport's role in the Doolittle Raid and came to love the B-25s that carried the Raiders on America's first strike at the Japanese mainland.

These days, Rick's love of flying is lived through his membership in SCHAF. He is our volunteer Webmaster. He truly enjoys his COVID-19 limited visits to the hangar and a chance to crawl through the fuselage of our beloved GF-2.

MEMBERSHIP RENEWAL

With the end of the year fast approaching, we would like to thank everyone for supporting SCHAF. If you have not already done so, we hope you will consider renewing for another year. One hundred percent of your contribution is used towards the restoration of our foundation's historic B-25C Mitchell bomber as well as helping promote South Carolina's aviation heritage through our monthly open house and newsletter.

MERRY CHRISTMAS AND A HAPPY NEW YEAR

SCHAF sincerely hopes everyone had a great Veteran's Day and Thanksgiving in November. We wish everyone a very Merry Christmas, Happy Hanukkah and a wonderful New Year! Here's to the end of 2020 and the start of a new year!

If you have something you would like to share in a future newsletter or if you have any questions, please send an email directly to SCHAF at info.schaf@gmail.com.

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