

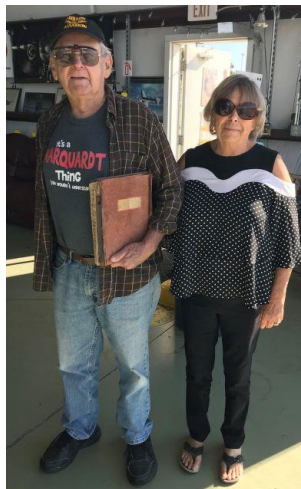


SCHAF Newsletter for December, 2021

Reminder: The next SCHAF Open House will take place Saturday, December 11, 2021 from 10am-1pm at Hangar Y-1 Jim Hamilton/LB Owens Airport.

Foundation Happenings

At our open house in November, we were extremely honored to receive a donation of an original B-25J manual from Danny Marquardt. These original manuals are so important for the restoration of GF2. Thank you, Danny!



Veteran's Day 2021

SCHAF would like to thank all veterans for their service. SCHAF member, Ron Skipper, drove the Grand Marshall of the Lexington County Veteran's Day parade in his 1941 truck. Ron, thank you for your service to our country and for helping honor our veterans!



Airplane Visitor at the November Open House

During the SCHAF Open House in November, Logan Steed dropped by the hangar in his 1948, Piper L-4 Grasshopper. Every time I see this plane the movie, Battle of the Bulge, pops in my head with the scene where Henry Fonda is flying in an L-4 and listening for German tanks. Even though the picture on the right is so blurry from the glare of the sun, I still wanted to include it just to show how simple the instrument panel is on these old airplanes.



80th Anniversary of Pearl Harbor

Last month, we mentioned SCHAF will be participating in a Pearl Harbor Remembrance Day on Sunday, December 5th from 2:00pm – 5:00 pm at the Curtiss-Wright Hangar. The SCHAF Yale will be on display at the Curtiss-Wright Hangar. There will be military jeeps, military timeline impressions, and even a WWII crash truck that was stationed at the Columbia Army Air Base. SCHAF will also open Y-1 for a special night-time open house. This is an event you do not want to miss. Pictured below are SCHAF members and Military Timeline Impressions members dressed in original WWII uniforms.





GF2 Crash Report

Last month, we mentioned Chuck Messick who was one of the Navy divers who brought GF2 out of Lake Greenwood. Chuck sent SCHAF some of the historical documents associated with GF2 and the crash. Some of the redacted information on the original crash report was recently released. Below is the statement of 1st Lt Jackson who was the instructor on that fateful day in 1944.

"On June 6, 1944, I took off from Greenwood at about 1615 to the West and circled field to the left at about 500 feet and flew back to Lake Greenwood. Approaching the Lake about 10 minutes after take-off, I let down to about 100 Feet over the bridges. Just beyond the bridges I let down to about 10-20 feet over the water. Suddenly both props made contact with water, the left evidently dug in a little deeper than the right. We became airborne immediately again and I feathered the left engine. The prop tips on both engines were bent back from this initial contact with water.

After the left engine was feathered, or approached full feather, I could not maintain altitude, which was then a good 50 feet, with the right engine alone. I yelled for the 'hatch' and I think Lt Wallace yelled at the same time I did. I am not sure but I believe the Engineer, S/Sgt Alexander, removed the hatch.

I executed a water landing without use of flaps and cut switches just before contact with water was made.

We all got out the top escape hatch immediately. Sgt. Alexander brought the first-aid kit with him and administered first aid to minor facial cuts on both trainee pilots, Lt Rossman and Lt Wallace.

Sgt Alexander and Cpl Benna swam ashore, approximately fifty yards. The ship remained afloat approximately ten minutes and then rolled over to the right and sank. The left engine tore loose from the mounts when we made the water landing.

We were in the water not over a minute or two and then picked up by a civilian in a motorboat."

GF2 Progress

During flight, the only way to get from the rear of a B-25 to the front was to crawl thru a tunnel over the bomb bay section. In the October newsletter, we mentioned the inverters that were housed in this area. There were several more instruments along both walls which made the crawl space for a person even tighter. Originally, there was a handrail along the roof line that extended into the navigator's area. In the movies these areas always look larger than they are in reality. The picture on the left shows the tunnel looking towards the rear of the plane. The storage for the life raft can be seen on the right side of the picture (opposite side from lamp). The picture on the right is looking into the navigator's area and shows the mounting brackets for instruments. The tubing in the picture is for gas transfer and extends down into the bomb bay area. As we said, a lot was packed into this small tunnel!



Wrap Up

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.

South Carolina Historic Aviation Foundation 803 731 3254
3100 Devine St, Columbia, SC 29205
www.schistoricaviation.org



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