



SCHAFA Newsletter for February 2023

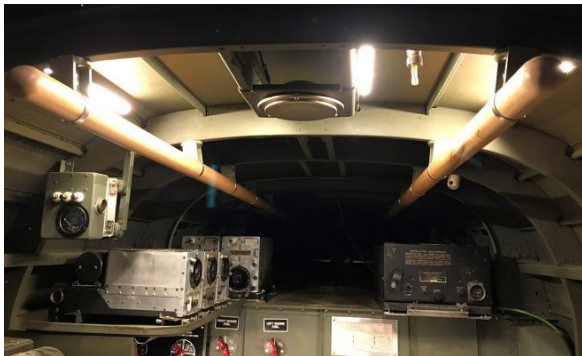
Reminder: The next SCHAFA Open House will take place Saturday, Feb 11, 2023, from 10am-1pm at Hangar Y-1 Jim Hamilton/LB Owens Airport.

Foundation Happenings

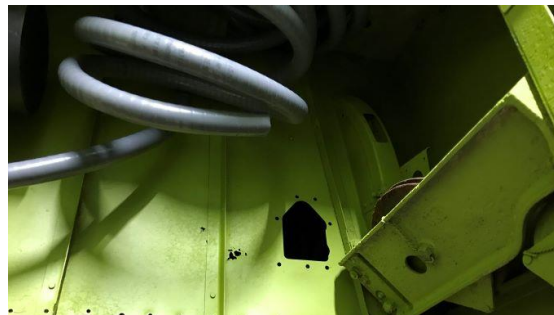
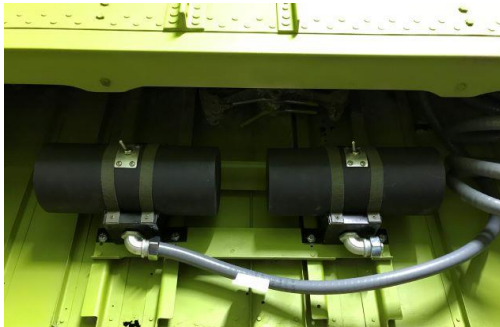
SCHAFA recently sent an email asking for volunteers. Since so many things can be done on-line now, you do not need to live in Columbia to volunteer. Please be sure to read the email to find ways to help SCHAFA. Even if you cannot help with a particular task, you may know someone who can help. Forward the email to everyone you know who is interested in history and SC aviation.

GF2 Progress

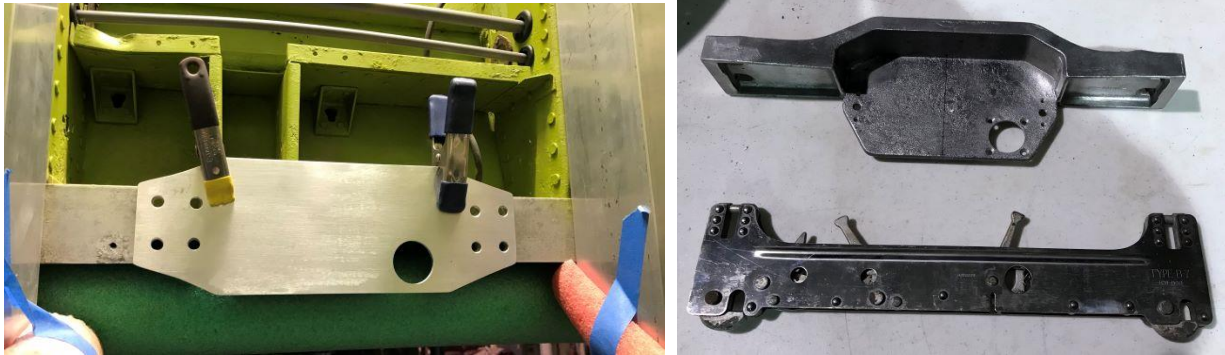
Both rails are now installed in the area over the bomb bay section. Small details such as these rails make the interior of GF2 look amazing. The picture on the left is from the cockpit looking towards the rear of the plane. The picture on the right is looking from the radio operator's area to the front of the plane.



Lanny has been working on the amplidyne motors for the lower turret. One motor was for the azimuth while the other was for the elevation. The electrical wires ran along the back wall of the bomb bay area then thru a hole in the back wall. On the other side of the back wall, the wire conduit ran along the floor then into the lower turret.



Ron has been working on the bomb rails. The restoration team was able to purchase some of the spacers located between the rails. The A-2 bomb release attached to these spacers with electrical wires protruding thru the large hole in the spacer. Later in the war, the A-4 bomb release was used in bombers. A huge thank you to our friends at the Canadian Warplane Heritage Museum for donating bomb shackles to SCHAF. These shackles were attached to the bombs then attached to the hooks on the bomb rails. The restoration team is currently looking for A-2/A-4 bomb releases. The lowest bomb attached to the rail using a modified spacer attached to the longeron at the bottom of the plane. Ron duplicated this spacer using the same thick aluminum as the originals.



This picture from another B-25 museum shows an original B-25 bomb rail with the spacers, hooks, and bomb releases. This shows an example of the end goal of the restoration team.



There are many intricate parts for the front and rear hatches. There were cables to raise and lower the bottom steps; latches and catches to secure the door; emergency releases to drop the entire door to bail out. These are just a few of the many parts. Our friends at the Canadian Warplane Heritage Museum recently loaned us a few of the parts so we could measure and duplicate them. The upper right piece in the picture below may look like just a square piece of metal but it is the catch on the door that “catches” the door on the handle release attached to the back wall of the entrance.



The restoration team is always looking for original B-25 parts. It is getting harder and more expensive to find these parts. The team was fortunate to recently acquire the hydraulic CUNO filter located on the floor of the navigator’s area. These original parts are so important for the authenticity and history of GF2. The pictures below show our “new” CUNO filter on the left along with the picture from the B-25 manual on the right.

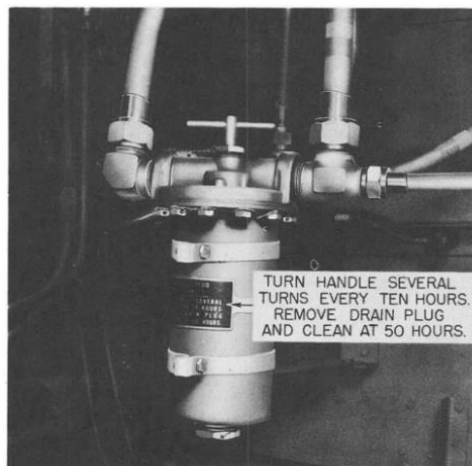
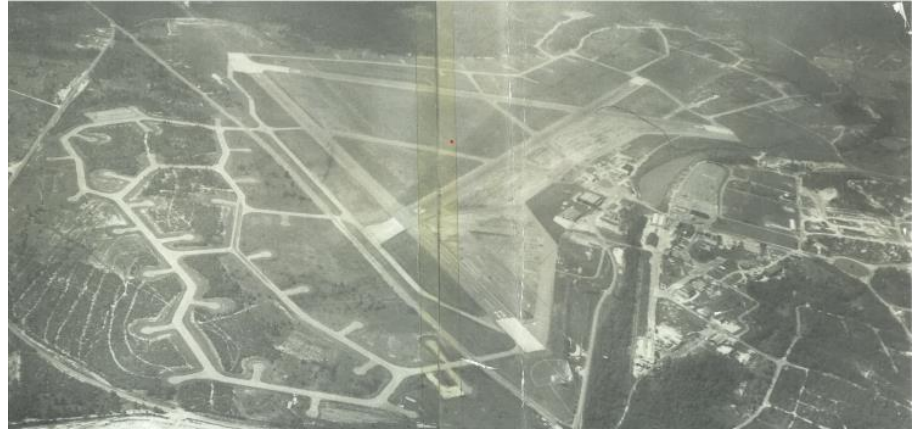


Fig. 32 Hydraulic System Cuno Filter

Donation to SCHAF

SCHAF recently received a donation from Charles Taylor of some maps and pictures of the Columbia Army Air Base taken just after the war. Charles used to work at the air base. It is very interesting to see the parking areas for the planes to the left of Hwy 302. These roundel parking areas are always prevalent in WWII movies. It is amazing to see where they were located here in Columbia. Come to the hangar to see more pictures.



This P-51 remote control model belonging to Ken Berry is now “flying” over the hangar!



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.

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www.schistoricaviation.org



JOIN TODAY

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