



SCHAF Newsletter for April, 2021

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

CALLING ALL B-25 PHOTOGRAPERS

The restoration crew is making plans for fabricating the bomb bay doors. They are looking for detailed pictures of the doors from B-25 airplanes. If you have taken any pictures of bomb bay doors at air shows or museums, please consider emailing a copy of your pictures to the restoration team. Any and all types of detailed pictures are needed. Email them to info.schaf@gmail.com.

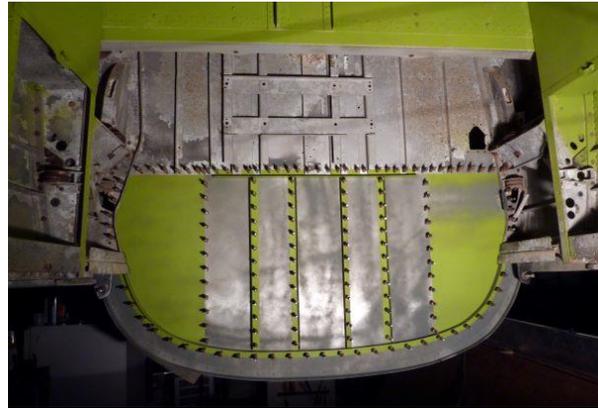
Foundation Happenings

In last month's newsletter, we included a picture of the back wall of the bomb bay section. We are including the picture again so you can see the before and after images. The new wall is ready to be riveted in place then painted.

Before wall was rebuilt



After wall was rebuilt



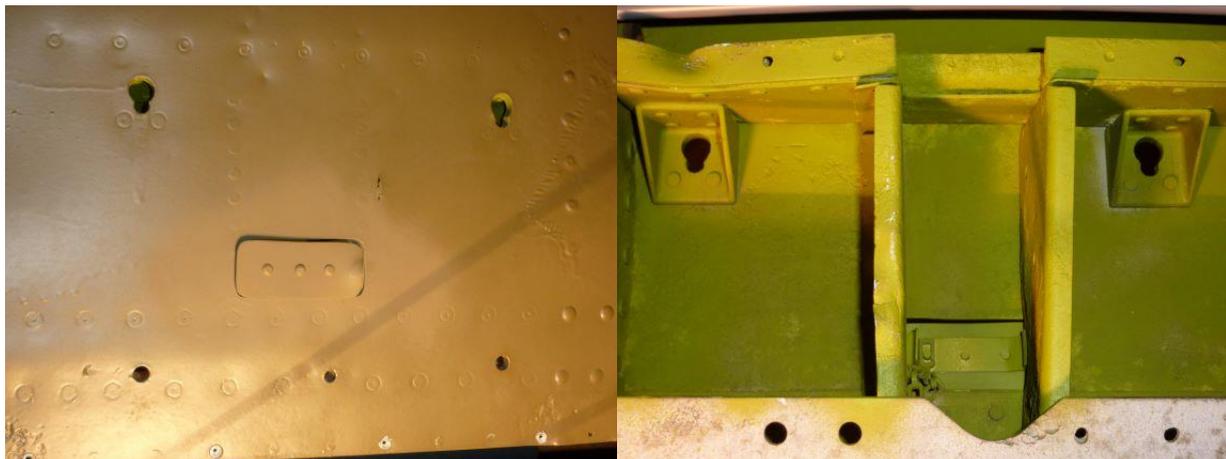
In B-25s, there were two bomb hoists complete with handles, reels, cables and frames. These frames were used in 5 different places on the plane. When loading bombs in the bomb bay area, the hoists were placed on the right and left side of the fuselage. For loading the bombs under the external wing mounts, there was a special frame that looked like a ladder. The bomb hoist would attach to this "ladder" in order to hoist the bombs. The fifth and final spot for the bomb hoist was one that is a little known area. When the auxiliary gas tank was installed in the bomb bay area, bombs could be loaded beneath the tank via a special hoist placed underneath the plane in a spot between the bomb bay doors and the front hatch. There was a special bracket that would be placed

under the plane then the regular hoist attached to this bracket. This way, the bombs could be hoisted from the front rather than the side.

SCHAF was very fortunate to purchase original bomb hoists for GF2. We were able to purchase two cranks and two handles still in their original wrapping and covered in cosmoline. We were also able to purchase one of the brackets and the special bracket for hoisting the torpedo. On the left in the picture below is the hoist bracket for the crank. On the right is the special bracket for loading a torpedo. You can see the same slots for mounting the hoist bracket as can be seen in the pictures showing the side of the fuselage. In the picture on the right are the two brackets placed together.



When loading the bombs, the hoists were placed on the outside wall of the bomb bay area under the wing. These frames were placed on both sides of the fuselage. There were two holes with slots for the top edge of the hoist frame to lock in place. The small rectangular metal cover seen in the picture on the left was removed so the cables could slide into the bomb bay section. The picture on the right shows the same area from the inside. You can see the reinforcement on the inside in order to handle the weight pressure that would have been placed on the hoist. You can also see the inside of the small rectangular door between the vertical aluminum ribs.



Hoisting the bombs involved a series of snatch blocks, slings, and cables. The snatch blocks were used in different positions for 300, 500, and 1000 pound bombs. The cable would pass from the crank, thru the small rectangular hole, up the bomb bay wall, thru a slat in the roof of the bomb bay roof, around a pulley in the crawl space over the bomb bay area, down thru another small hole in the roof of the bomb bay, back up thru the door in the bomb bay roof, around the snatch block then back down to the bomb sling. It was an intricate process shown in the last diagram.

Two small holes against the side of the plane where the cables would pass up and back



Pulley above bomb bay section cable. Note holes in floor

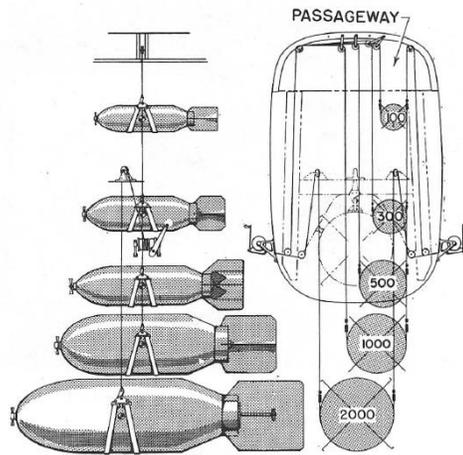
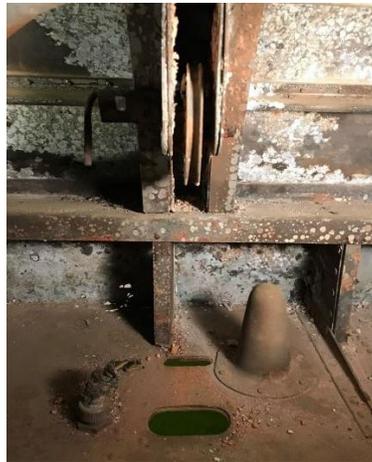


Fig. 61 Bomb Loading Diagram

There were two dome lights in the top of the bomb bay area. Original lights were purchased and placed in the brackets in the roof. David is going to run the wiring so the lights will be able to turn on. There were on/off switches along the bottom of the bomb bay area.



VISITORS TO SCHAF



In March, SCHAF hosted a group of youth from the U.S. Naval Sea Cadet Corps. The USNSCC is a youth leadership development program sponsored by the US Navy. They offer “young men and women hands-on and experiential training in partnership with the Navy and its sister services, in order to instill the highest ideals of honor, respect, commitment and service.”

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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