



## **SCHAF Newsletter for May, 2021**

**Reminder: The next SCHAF Open House will take place Saturday, May 8, 2021 from 10am-1pm at Hangar Y-1 Jim Hamilton/LB Owens Airport.**

### **Foundation Happenings**

In last month's newsletter, we were talking all about the airplane and bomb hoisting. This month, we want to highlight some of the people involved with SCHAF. We have three graduating high school seniors. We will feature one in this issue and the other two, Dale and Joe, in the next issue. We love to see the enthusiasm and hard work from our high schoolers. We also love their youthful ability to crawl into tight spaces on GF2.

#### **Asa Arnold**

Asa, a senior at Spring Valley High School, has been an active member of SCHAF for several years. In previous newsletters, you have seen him riveting while folded into tight spaces on the B-25. Asa has been accepted into the class of 2025 at the Air Force Academy and reports to Colorado Springs for basic training on June 25<sup>th</sup>. We know he will go far in life and wish him all the best! Asa, please come visit us when you have leave to come home.





## Alton Blanks

Every time we open the hangar doors to visitors, Alton is there with a huge smile and great stories to tell. His favorite audience is young visitors. On April 23<sup>rd</sup>, Alton celebrated his 94<sup>th</sup> birthday! Pictured below is Alton in the Navy during WWII at the young age of 18. On the right is Alton during the last open house in his usual spot! We wish Alton a very happy birthday! And here's to many more!



## GF2 Update

Don't worry. We won't leave you without some pictures of GF2. Opening the rear section of GF2 has given us a treasure trove of new sights and items to research. Right above the radio operator's riding seat was a bail out alarm. Several of these alarms were located around the plane. If there was an emergency, the pilot would hit the bail out alarm to alert the crew. The rusted remnants of the alarm are still located in the radio operator's area.



Following along the lines of emergency equipment, this picture shows the emergency life raft looking up from the inside of the navigator's area. The following is quoted from the maintenance manual: "Mechanical linkage provides the means of releasing the life raft from any one of three places: from outside the airplane, from the radio operator's compartment, or from the pilot's compartment. The outside release handle fits flush with the fuselage skin in a recess provided in the life raft compartment door. The radio operator's release handle is located inside the airplane on the forward left side of the radio compartment, directly below the raft-stowage compartment. A release handle provided in the pilot's compartment is located above and slightly to the left of the pilot's seat. The pilot's release handle is connected to the release mechanism by means of a cable which runs along the upper left side of the fuselage. The releasing mechanism itself is located directly beneath the raft-stowage compartment."

If you look closely in the picture on the left, you can see the release mechanism toward the bottom left corner. The picture on the right is one of GF2's original life raft taken the day she was brought out of Lake Greenwood.



## 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](mailto:info.schaf@gmail.com).

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