



## SCHAF Newsletter for August 2023

**Reminder: The next SCHAF Open House will take place Saturday, August 12, 2023, from 10am-1pm at Hangar Y-1 Jim Hamilton/LB Owens Airport.**

### Foundation Happenings

The August Open House is shaping up to be a very special one celebrating the 40<sup>th</sup> anniversary of the recovery of GF2. It was Friday, August 5, 1983, that GF2 was recovered from Lake Greenwood. At the open house, Chuck Messick, one of the Navy divers, will give a presentation at 11:00 am on how they brought GF2 out of the lake so be sure to arrive at the open house early. Chuck has been in contact with some of the other divers from that day in 1983 who will also be at our August open house. We are excited to show off the restoration work to the Navy divers who last saw GF2 covered in mud. In addition to being able to speak with the recovery crew, Dan Rossman's daughter, Lynn Gunzenhauser, will be at the open house. As you know, Dan was the student pilot who was on board that fateful June day. There will also be military vehicles, military timeline impressionists, displays and more. You do NOT want to miss this event.

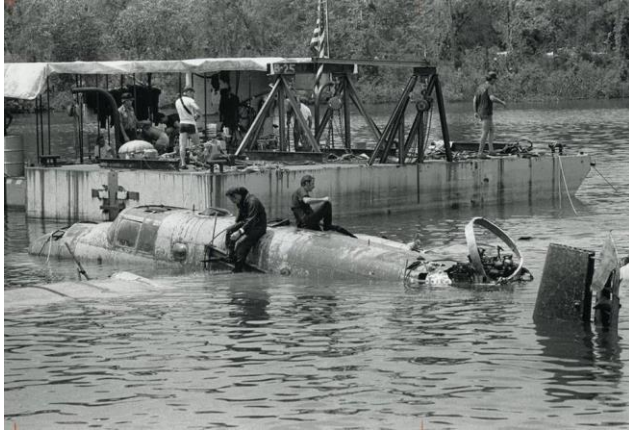
This is from the Aug 6, 1983 Index Journal Newspaper:



### B-25 eased from lake

After 39 years at the bottom of Lake Greenwood, the old B-25 "Mitchell" bomber eased to the surface Friday afternoon to face the sweltering August heat. Waiting to greet it was a large crowd which not only lined the banks but was anchored in boats at the

mouth of the cove behind the Panorama Lodge restaurant. The bomber was floated and towed nearly to the bank, where it remained Friday night. (Staff photos by Roger Burton)



GF2 Recovery from Lake Greenwood



Dan Rossman visiting GF2

The July Open House was a typical SC summer day; very hot! We were a little worried the models on display by the Swamp Fox Modelers Club might melt. The visitors enjoyed seeing the models and the SCHAF members enjoyed the chicken salad sandwiches shared by the modelers. Stanley always sets up unique displays. In July, he was a member of the Air Corps Gunnery School.

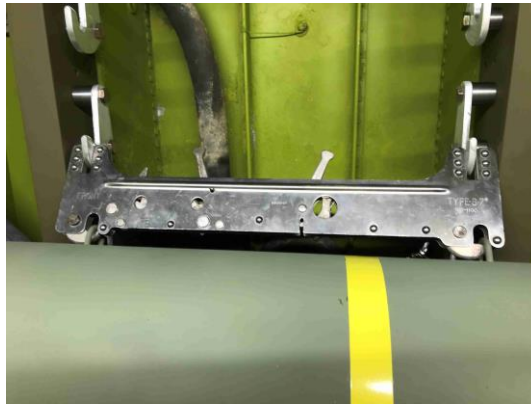


The picture below depicts an LST (Landing Ship Tank) ship which were used to support amphibious operations by carrying tanks, vehicles, cargo and landing troops directly onto shore with no docks or ports. This enabled amphibious assaults on almost any beach. This model was on display at the state museum for a D-Day display depicting the landings on June 6, 1944.



## GF2 Progress

After months of hard work, the bombs are mounted in GF2. The look and feel in the bomb bay section completely changed after these were placed. This first picture shows how the bombs are mounted to the racks via the shackles. The hooks on the shackle are placed on the U bolts on the bombs. The top of the shackle is then slid over the hooks on the bomb rack. Currently, we do not have the rest of the bomb rack components such as the remaining spacers and bomb release units but hope to be able to have some soon. If you look closely at the picture below, you can see two levers sticking up in the middle of the shackle. These are attached to the bomb release unit. When these are pulled towards the middle, the hooks holding the bomb are opened to release the bombs. The arming wire described below in the quote from the manual is attached to the shackle. If the bomb is dropped “armed”, the arming wire stays attached to the shackle and is pulled out of the bomb to “arm” it. If the bomb is dropped “unarmed”, then the arming wire is released along with the bomb.



Sitting on the floor looking up into the bomb bay section gives an entirely new vision of the bomb bay area. The blue bombs on the right in the picture are practice bombs. The yellow bombs on the left are the “live” bombs. Of course, these are fake 100-pound bombs made out of PVC pipe and wood.





The following is from the B25C&D Maintenance Manual book:

The fuses on the bomb are made so that the bombs can be dropped in the "armed" condition or in the "safe" or "unarmed" condition. The "safe" condition is used when dropping the bombs in an emergency when it is desired not to have them explode. The fuses in the bomb have a safety, or arming wire. If the bomb is dropped and the arming wire is pulled out of the fuse, the bomb will be in the "armed" condition and will explode on contact or at the pre-determined time interval thereafter. If the arming wire is left in the fuse as the bomb is dropped, the fuse will be rendered "safe," or "unarmed," and the bomb will not explode. This arming of the bomb is accomplished in two ways: The nose fuse arming wire is hooked into' an arming unit which is operated electrically and controlled by a switch on the bombardier's switch panel. This is called "selective nose fusing." The tail fuse arming wire is hooked into the bomb shackle that holds the bomb in the airplane.



Work has begun getting our second tug up and running. So far, Lanny has replaced the ignition switch, faulty starter solenoid, added a ballast resistor and rewired the ignition circuit which was previous wired incorrectly. He also replaced the leaking water pump and repaired the fan pulley. He has done a lot of work in a very short amount of time! It will be great to have both tugs working soon.

## 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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