



## **SCHAFA Newsletter for October, 2022**

**Reminder: The next SCHAFA Open House will take place Saturday, Oct 8, 2022 from 10am-1pm at Hangar Y-1 Jim Hamilton/LB Owens Airport.**

### **Happy Birthday to GF2**

On Oct 13, 1942, GF2 rolled off the assembly line in Inglewood, California. Given the tail number, 41-13285, she was sent to Kansas for some modifications then arrived in Columbia in December of 1942. The open house on Oct 8<sup>th</sup> will be a very special one to celebrate the 80<sup>th</sup> birthday of GF2. You will not want to miss this one.

### **Foundation Happenings**

It is with a very heavy heart that we announce the passing of one of the SCHAFA founders, Ron Shelton. Ron was a pilot who volunteered with SCHAFA, Young Eagles, the SC State Museum and many other organizations. His enthusiasm and knowledge of SC aviation will be greatly missed. His family is in our thoughts and prayers. The picture below is one from the early days of SCHAFA with Ron driving the tug that is towing GF2.

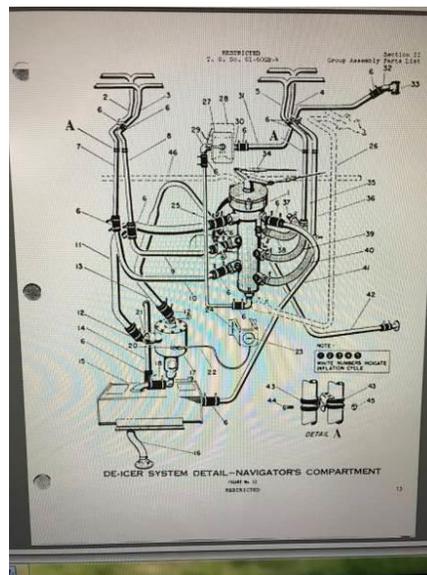


The IPMS/Mid-Carolina Swamp Fox Modelers Club visited SCHAFA during our open house in September. Their displays of models are always a big hit. The detail that goes into these models can only be appreciated when looking in person.



## GF2 Progress

Now that the floor has been repaired in the Navigator's area, we are working on the deicer and hydraulic instruments along the back wall. When climbing in the front hatch, this is the area directly behind the steps. There were deicer boots along the wings and other areas of the plane to keep ice from forming. The various hoses went from these instruments out to the wings and other areas of the plane. We have been searching the manuals to determine how and where the hoses connected. The blue tape on the instruments in the picture on the left are labels with a corresponding label on the fuselage to show each end of the hoses. Some of these hoses went up and out to the wings. Some of these hoses went to other areas in the navigator's area. One of the hoses even went out the back wall into the bomb bay section then out the side of the plane as a drain. The picture on the right is from the B-25 manual, T.O. 01-6GB-4 B25C-D Illustrated Parts Breakdown. We used this manual and others to follow these hoses around the areas of the plane. While these hoses will not actually work, we are hoping it will show GF2 as she originally looked when she flew.



We previously mentioned how the restoration team is becoming adept at making parts out of all sorts of materials. The two pictures below are examples of their handiwork. The picture on the left shows one of two inverter motors. There was only one original cover remaining for these motors. After a long search of trying to find anything similar to the cover laying on the table, it was decided to fabricate one out of wood. The fabricated one is attached to the motor. The picture on the right shows a fabricated gun turret motor. There were two motors for each gun turret. One was an amplidyne motor while the other was an azimuth motor. This fabricated version and the mounting bracket was made using a PVC pipe, aluminum and electrical switches. Two more of these turret motors will be placed in the bomb bay area.



## Tug Restoration

In last month's newsletter we mentioned a complete overhaul of the tug is being worked on by Lanny. While working on the tug, he and David have discovered all sorts of odd repairs done in the past that they are now repairing correctly. Currently, they are rewiring the tug correctly so it will not short out the circuits and blow a fuse. We now have brake lights and will very soon have head lights! This old tug will be purring soon.



## Donations to SCHAF

SCHAF recently received a donation of books and original newspapers from the WWII years. The history found in these newspapers is amazing. SCHAF is currently working on a way to display these iconic newspapers. There are several with the headlines from D-Day June 6, 1944.

Here is one excerpt from a 1944 article by the famous war correspondent, Ernie Pyle. The title of the article caught my eye of course "Capt. Doolittle Calls".

London, June 6, (by wireless) Lt. Gen. Jimmy Doolittle, head of the Eighth Air Force over here, notices one day in the roster of officers at his staff headquarters the name of a Capt. Doolittle. The name is not a very ordinary one, and he made a mental note that some day he would look the fellow up for a little chat. One day not long after that his phone rang and the voice at the other end say "This is Capt. Doolittle." "Oh yes" said the General. "I had noticed your name and I meant to call you up sometime." "I'd like to come in and see you," said the voice at the other end. "Why, yes, do that," the General said. "I'm pretty busy these days, but I'll switch you to my aid and he'll make an appointment for you. Glad you called, Captain. I'll look forward to seeing you." He was just ready to hang up when the voice came back plaintively over the phone: "But Dad, this is me. Don't you recognize me? I've got a package for you from Mom." The General exploded: "Well, why in hell didn't you say so in the first place!" It was Capt. Jimmy Doolittle Jr., a B-26 pilot in the Ninth Air Force. The General hasn't got around yet to seeing the other Capt. Doolittle. It'll probably turn out to be his brother or something.

## 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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