



SCHAFA Newsletter for April, 2020

Reminder: Due to the Covid-19 pandemic we will not be hosting an open house in April. We hope everyone is safe and well during this trying time. As of right now, we are hoping to resume hosting our monthly open house in May.

During this time of self-distancing, we tend to reflect on things we are thankful for in our lives. Here at SCHAFA, we are thankful for Mat Self. It is extremely sobering to realize that if not for his dedication and hard work in raising GF2 from Lake Greenwood 37 years ago, SCHAFA and GF2 would not exist today. While we are thankful for our volunteers, past, present and future, SCHAFA will forever be indebted to Mat Self. If you know Mat Self, please shake his hand (once we can shake hands again) and thank him for his hard work in 1983.

Foundation Happenings

As we stated last month, the restoration crew has been working hard cleaning the bomb bay area. We were able to remove a cross piece, replace each of the nut plates, paint and then rivet the piece back into the plane. We clean and repair any original parts that we can reuse. It is amazing how stiff this cross piece makes the "shelf" once it is riveted back into the plane. You can see the newly painted piece in the bomb bay picture below.

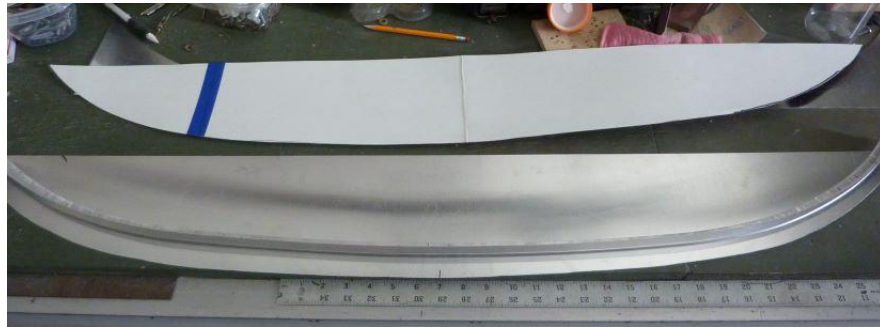


We are not sure if some of the damage to the bottom of the fuselage was a result of the crash or a result of raising the plane from Lake Greenwood. In order to make the needed repairs around the bomb bay doors, we are making a new piece for the bottom

of the fuselage. We will cut out the damaged area as seen in the picture above. Along the bottom of the new piece will be an angle piece of aluminum. The new skin for the outside of the plane will eventually be riveted to this angle. The picture above shows David “shrinking” the angle piece to make the curve match the contour of the bottom of the fuselage. In order to make the new curved piece to replace the damaged area, we first make a template out of paper. Once the contour looks correct, the template is used to cut out the new aluminum piece. The curved angle piece will be riveted to the new flat curved piece. Once this is all complete, we will replace the damaged area with the new piece. It takes LOTS of small steps to make one big step of repairing a damaged area.

I know the information above for making a repair can sound very confusing. If you would like to know more about how we research and repair damage to the plane, stop by the next open house. We love to talk about our work.

This picture shows the paper template along with the new piece of flat aluminum and the curved angle that will be riveted to the flat piece.



SCHAF Member Alton Blanks

Last month, we showed a picture of the Suburban Transit Co coin, we found in the plane. At our open house in March, Alton Blanks brought in one of these exact same coins that he still owns. He also brought in some documentation regarding the history of the Suburban Transit Co. We are thrilled to be able to display this documentation to go along with our coin. Thank you so much Alton!

History of GF2

We are continuing to share some old Index-Journal newspaper articles that tell the history of GF2. Last month we left off at Aug 9, 1983 when the plane was being prepared to be moved from the lake. Below are some quotes from more articles written during the week the plane was brought back to the surface.

In the Index-Journal article written on Aug 10, 1983, there is a picture of GF2 on a flatbed truck driving to her new home:

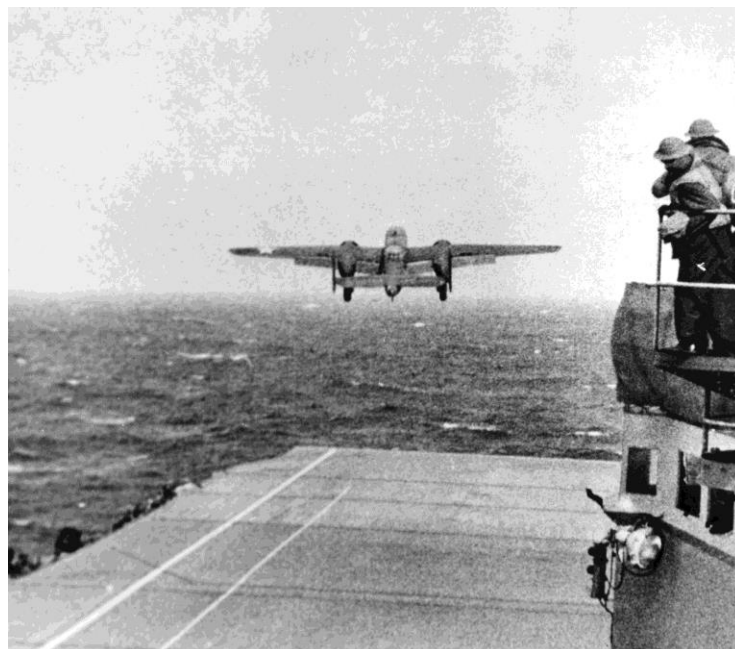
The Greenwood County Airport is now the “Home of the Bomber.” The old B-25 “Mitchell” bomber which was raised from the depths of Lake Greenwood last week saw its first airport in 39 years at approximately 10:22 am today. The old warbird was transported by truck up S.C. 246 past Monsanto and through Coronaca to the airport. Four highway patrolmen and a sheriff’s deputy escorted the plane to the airport – not letting any vehicles pass or meet it.

The last article from 1983 was on Aug 11, 1983. There was a picture of GF2 with a caption mentioning the plane being behind caution barriers. The second page from Aug 11, 1983 is an editorial about the raising of GF2. I really like the last paragraph in the editorial:

It may have rested in the water for 40 more years had it not been for the efforts of Mat Self of Greenwood. His interest sparked the interest of folks far and wide. He ought to get a round of cheers for not only helping preserve a little part of history, but also for helping to lighten up what sometimes gets to be a too-heavy dose of hard news.

Doolittle Raider Mission:

For our April open house, we had planned on doing a tribute to the Doolittle Raiders. As you know, the Raiders flew their iconic mission on April 18, 1942. We will just push our tribute back a month to the May open house. If you have any Doolittle Raider “tidbits” to share or pictures from reunions, please email them to us. We are hoping to have a slide show of pictures playing during the open house. In the meantime, be sure to read a book about the Doolittle Raiders! There are plenty of good ones out there!



Odds and Ends:

Here are some interesting links sent in by SCHAF member, Dave McIntosh. Thank you so much Dave for these great reads and great videos!

The last British bomber the mighty Buccaneer:

<https://www.youtube.com/watch?v=ppv3NUDqdNI>

The lost flagship the lost flagship the Vickers VV10:

https://www.youtube.com/watch?v=Q_FFjxdYAio

Big Planes little planes: https://www.youtube.com/watch?v=NlIdzF1_b5M

The airplane without flaps: <https://www.telegraph.co.uk/technology/2019/05/02/could-plane-end-bumpy-landings-britain-trials-worlds-first-aircraft/>

Rehearsal for Pearl Harbor: https://www.youtube.com/watch?v=dqko_tiX24E

How budget airlines work: <https://www.youtube.com/watch?v=069y1MpOkQY>

The Second great fire of London: <https://www.warhistoryonline.com/instant-articles/second-great-fire-london.html>

Leader of the revolution: <https://airscapemag.com/2016/06/26/leader-of-the-revolution/>

The 11 worst soviet aircraft: <https://www.youtube.com/watch?v=xbXURlqfYvc&t=931s>

The ten worst French aircraft: https://www.youtube.com/watch?v=HwlrMVYZ_EE&t=490s

The ten worst American aircraft: <https://www.youtube.com/watch?v=OZZ8OZr6Ox8&t=411s>

The ten worst British aircraft : <https://www.youtube.com/watch?v=Dzr9f-rkinw&t=27s>

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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