



SCHAf Newsletter for March, 2020

Reminder: The next SCHAf Open House will take place on Saturday, Mar 14, 2020 from 10am-1pm at Hangar Y-1 Hamilton-Owens Airport.

Foundation Happenings

We want to wish a very happy 99th birthday to long time SCHAf member, Murray Price.



The restoration crew has been working hard cleaning the bomb bay area. It is amazing how much red dirt is still in the plane after all these years.

The B-25 has an emergency crank with gears to open the bomb bay doors. After removing the smallest gear, David pulled out the coin pictured below. This coin has been trapped under the gear since 1944! It probably fell out of someone's pocket and rolled under the gear. These coins were used as a token to ride the buses. If anyone can provide any further information regarding the Suburban Transit Co, feel free to drop us an email. We have the coin in our display cabinets at the hangar. Drop by to see it at the next open house!



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 6, 1983 when after 39 years under water GF2 broke the surface. 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 8, 1983, they are getting her ready for transport:

Griffin said members of the Greenwood County Aviation Association are working on plans to get it to the airport. "We're still working on getting the outer sections of the wings off for transportation". said Griffin.

In the Index-Journal article written on Aug 9, 1983, it is interesting to read about the condition of the plane:

Griffin said the tires on the plane still had 8 to 10 pounds of pressure and that the shock struts still had between 300 and 500 pounds. The air was removed from the tires to reduce the height of the plane, according to Griffin.

Women's History Month:

In honor of Women's History Month, I would be remiss if I did not mention my favorite subject, the WASPs, Women Airforce Service Pilots. I have read many books and could talk for hours about this subject but this month I want to talk about one WASP, Alice Lovejoy. Alice was the aunt of a childhood church friend, Johnny Timmons. Johnny's sister Alice Morrissey was named Alice Lovejoy after their aunt. The Timmons' shared the following pictures and stories with us.

Alice was born in 1919 in Scarsdale, NY. Prior to joining the WASP, Alice was an employee at the Piper Aircraft Plant at Lockhaven, Pennsylvania. Alice entered the WASP training on April 6, 1943 at Avenger Field in Sweetwater, Texas. After graduating on Sept 11, 1943 in class 43-W-5, Alice was assigned for a year to the 3rd Ferrying Group in Romulus, Michigan. She then transferred to pursuit school in Brownsville, Texas. On September 13, 1944 while flying in an AT-6, she was killed when the wing tip of another plane hit their aileron resulting in loss of control of the airplane. Classmate, Louise Bowden, escorted Alice's body from Brownsville, Texas to Scarsdale, New York.

In a letter to Alice's parents dated Jan 18, 1945, Hap Arnold, Commanding General of the Army Air Force, states eloquently the legacy of Alice Lovejoy and the other 37 WASP pilots who died serving their country:

“There is little I can say to console you in the loss of your daughter, but I trust that the memory of her devotion to her country will bring some measure of solace. And I urge you to remember that she, and the other WASP who gave their lives while contributing to the fulfillment of the Air Forces’ mission, left a brave heritage to America – heritage of faith in victory and faith in the ultimate freedom of humanity.”



Alice in her leather flight jacket



Alice wearing her WASP dress blues.



Alice Lovejoy in the middle with the coveted WASP wings pinned to her shirt



Jackie Cochran on the left, the founder of the WASP, would pin on the graduation wings.



WASP graduation ceremony at Avenger Field in Sweetwater, Texas

In total, 38 WASPS gave their lives serving our country. The following was written by Cornelia Fort, the first woman pilot to lose her life while ferrying a military aircraft for her country. This sums up how every one of the 1,830 WASP felt about their service:

“While we were standing at attention a bomber took off followed by four fighters. We knew the bomber was headed across the ocean and that the fighters were going to escort it part of the way. As they circled over us, I could hardly see them for the tears in my eyes. It was striking symbolism and I think all of us felt it. As long as our planes fly overhead, the skies of America are free and that’s what all of us everywhere are fighting for. And that we, in a very small way, are being allowed to help keep that sky free is the most beautiful thing I have ever known.

I, for one, am profoundly grateful that my one talent, my only knowledge, flying, happens to be of use to my country when it is needed. That’s all the luck I ever hope to have”.

Odds and Ends:

Here are some interesting links sent in by SCHAF member, Dave McIntosh.

The plane that saved Britain: <https://www.youtube.com/watch?v= Tcbolu3LZI>

Why the ROTODYNE failed: <https://www.youtube.com/watch?v=dkJ0m1V77Xg>

Building electric airplanes: <https://unitedwithisrael.org/israeli-made-electric-planes-set-to-revolutionize-air-travel/>

Tuskegee Airman honored: <https://www.msn.com/en-us/news/good-news/tuskegee-airman-from-north-texas-honored-for-his-service/ar-BBTsZrU>

How budget airlines work: <https://www.youtube.com/watch?v=069y1MpOkQY&t=2s>

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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