



SCHAF Newsletter for November, 2019

Reminder: The next SCHAF Open House will take place on Saturday, Nov 9, 2019 from 10am-1pm at Hangar Y-1 Hamilton/Owens Airport.

Foundation Happenings

Work on GF2 is progressing along nicely. We are sure enjoying the cooler weather while working on the plane! Ron is working hard on the floor in the bombardier's section. John has been working hard in the navigator's area. David, Bill, Edwin and Katherine have been helping in these areas as well as working on many odds and ends. David recently got the beacon light on the top of the plane working! Below are pictures of the before and current progress in the navigator's area. You really should come see it in person!

You have been so great sending us pictures of GF2 we wanted to make another request. We are looking for pictures of the navigator area on a B-25C when it was in flight. We have pictures from manuals but none from WWII showing the navigator sitting at his station plotting a course. If you have a picture and would be willing to share with us, please let us know!



History of GF2

We are continuing to share some old Index-Journal newspaper articles that tell the history of GF2. We are forever thankful to the Index-Journal for sending us these articles. Did anyone know that in 1961, two men tried to locate GF2 to recover her for the scrap metal? Thank goodness they never found GF2 or we would not be restoring her to her original glory! There were two Index-Journal articles from 1961, Nov 15 and Dec 30.

Quoted from the Nov 15 article:

Roy Still of Greenwood and D.L. Burnett Jr of Ninety-Six hope to locate the plane and haul it out of the lake with several wrecker trucks situated on the banks. Each man operates a wrecker service in their respective communities. Skin divers are searching for the plane. They plan to attach cables to it when it is found and salvage it for the aluminum and other materials.

Quoted from the Dec 30 article:

Roy Still and D.L. Burnett didn't find the B-25 bomber that's lost in Lake Greenwood. They thought they had something when their metal detector kept ding-ding-dinging when they passed a certain spot. A diver finally located the cause of the ding-ding-dinging – several old oil drums lashed together and resting on the lake bottom. The failure didn't stop the two men from continuing the search. But cold weather did. Now they're waiting for spring.

Museum of Flight in Seattle

Carrie McIntosh, daughter of David and Mary McIntosh, recently visited the Museum of Flight in Seattle. She sent us these pictures for the newsletter. The P-40 is one of my personal favorite planes. From the museum's website "The Museum's Warhawk may have the lowest flight time of any surviving warbird. It was flown directly from the Curtiss factory in Buffalo, NY, to storage near Tucson, Arizona in 1945, with only 60 hours of total flight time. The plane was named after O'Reilly's Daughter, a popular Army Air Forces drinking song." The picture on the right is a Boeing Airmail plane. Between 1911 and 1918, there were intermittent series of government sponsored experimental flights for air mail. On May 15, 1918, airmail was established as a class of service for the U.S. Postal Service with all mail being flown by government operated aircraft. The use of government operated aircraft ended in 1926 with the "Kelly Act" which required the USPOD to transition to contracts with commercial aircraft.



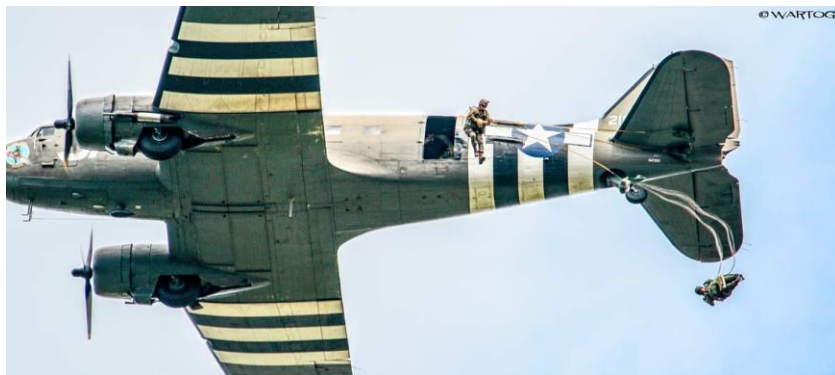
P-40N – O'Riley's Daughter



Boeing Airmail

SCHAF Members Around the World

SCHAF member, Ted Podewil, was recently in Holland for the 75th Anniversary of Operation Market Garden where he participated in a jump commemorating the 82nd Airborne drop zone at Grave, Holland. He is shown exiting the C-47, "Drag em Oot". Ted is the higher jumper in the picture with the open parachutes.



Previous Donation to SCHAF:

In a previous newsletter, we mentioned a donation of some old slides from Mitch Oates at the Catch and Release Store in Cayce. These slides are of different air shows and airports around SC during the 1950's – 60's. Here are a few more for you to see. It is great to see the SC Air National Guard planes. The airplane on the left is a Lockheed T-33A trainer plane used by the Air Force. It is based on the F-80. Leck Patterson identified the plane for us and was able to find some history based on the tail number. It was funded (authorized) in 1953 which the "3" designates in the tail number. For a period of time, the last digit of the year it was authorized was the first digit in the tail number. The plane was first delivered to the 157th Fighter Squadron at McEntire in Sept of 1955. At that time, McEntire was called the Congaree Air Base. The airplane transferred around a bit and is now in at the Wurtsmith Air Museum in Michigan. The airplane on the right is a P-51. Unfortunately, we can't see the tail number to get any history on the plane.



T-33A



P-51

Odds and Ends:

SCHAF wants to wish everyone a happy and safe Thanksgiving holiday.

If you have something you would like to share in a future newsletter, please send an email directly to SCHAF at info.schaf@gmail.com.

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