

SOUTH CAROLINA HISTORIC AVIATION FOUNDATION

3100 Devine Street • Columbia, South Carolina 29205 • www.SCHistoricAviation.org



SCHAF NEWSLETTER FOR APRIL 2018

Reminder: The next SCHAF Open House will be on Saturday, April 14th, from 10:00 am – 1:00 pm at Hangar Y-1 at Owens Field Airport.

Foundation Happenings:

We are sad to report that our illustrious secretary, Dave McIntosh is having medical issues, so we are filling some big shoes while he is recovering. Our prayers and concerns are with both Dave and his wife, Mary. We wish him a very speedy recovery. He is greatly missed! This month's newsletter will look a little different. It is taking three of us to make up for one Dave!

The board of directors at the South Carolina Historic Aviation Foundation met on March 17, 2018. Board members present were Ken Berry, Ron Skipper and Katherine Cuddy. SCHAF members present were Niall McLaughlin, Chris Gillam, David Moxley and John Chamberlain.

At our March open house, we had several special guests. Ellen and Carl Nagy along with Tim Sinclair, relatives and friends of the Dan Rossman family, stopped by to see the work on GF2. They were visiting from Pennsylvania and shared some great stories about Dan Rossman. Also at the open house was Rev Matt Yon, son of Larry Yon. Larry was one of our founding board members who recently passed away. Matt delivered some fantastic reference material about the raising of GF2 from Lake Greenwood and the original restoration. There is some wonderful information about the beginnings of the restoration of GF2.

VISIT TO THE CANADIAN WARPLANE HERITAGE MUSEUM

The first week of March several SCHAF members were invited to see the Canadian Warplane Heritage Museum in Hamilton, Canada. If you ever have a chance to go to Canada, a stop at this museum should be at the TOP of your list. Our brothers and sisters to the North are extremely kind and generous hosts. Besides seeing amazing planes in their beautiful museum, we returned with several ideas for SCHAF. First and foremost, is our desire to get more volunteers working with SCHAF. Even if you do not have interest in helping work on the B-25, there are so many other needs for the foundation.

The CWHM has over 300 active volunteers with all sorts of skills. For instance, they have welders who make all sorts of things for the museum. We currently have some metal stairs in need of repair. We need someone with welding experience to clean and replace the missing parts. We would also like someone to make us a creeper for working on the belly of the planes.



They have wooden display cases and signs all over their museum. Each of their cases were built by volunteers. They also have wooden steps on wheels as shown above. We need some people with wood working skills to help build some cases, steps, etc.

Around their museum, they have several wooden figures where visitors can put their face for funny pictures. Besides having these at the hangar, they would be great to take to Air Shows to draw people towards our display. If you have any artistic skills and would like to paint some figures for SCHAF, we could certainly use your assistance.

If you have any welding, woodworking, artistic or just an interest to help, please contact SCHAF at INFO.SCHAF@GMAIL.COM.

DOOLITTLE RAIDERS

April 18th is the anniversary of the Doolittle Raid. We would be greatly remiss if we did not mention the accomplishments of such a small contingency of 80 men in 16 planes. If you have never seen the movie “Thirty Seconds Over Tokyo”, you need to drive straight to the library to rent the movie. On Wed April 11 from 7:00 – 8:30 pm at the Cooper Branch Library, there will be a presentation by Richard Peterson about the Doolittle Raiders.

WOMEN WHO SERVED

Many of you have heard about Jackie Cochran but did you know she was the first woman to fly a bomber across the Atlantic? Before the United States joined WWII, Cochran was part of “Wings for Britain”, an organization that ferried American built aircraft to Britain, becoming the first woman to fly a bomber (a Lockheed Hudson V) across the Atlantic. In Britain, she volunteered her services to the Royal Air Force. For several months, she worked for the British Air Transport Auxiliary (ATA), recruiting qualified women pilots in the US and taking them to England where they joined the ATA. Cochran attained the rank of Flight Captain in the ATA. Here is a picture of Cochran in her ATA uniform. Note the USA tab on the left sleeve.



It is a little known fact that 24 American women were recruited by Cochran to serve with the British Air Transport Authority. During their time as ferry pilots with the ATA, they flew more than 75 different types of aircraft ranging from the Supermarine Spitfire fighter to the four-engine Avro Lancaster heavy bomber. While some of the 24 women returned home to serve with the WASPS (Women Airforce Service Pilots), many stayed in England to serve with the ATA for the duration of the war. One American woman, Mary Webb Nicholson, lost her life while flying for the ATA. In May of 1943, shortly after being promoted to Second Officer, Mary was ferrying a Miles Master when, due to mechanical difficulties, the propeller flew off her plane over Worcestershire County. In poor weather conditions, she made an emergency landing in a farm field. Unable to avoid hitting a farm building, Mary's plane crashed and burst into flames. A nearby farmer attempted, unsuccessfully, to rescue her.



Mary Webb Nicholson



ATA Women in Uniform

VETERAN STORIES

At the March open house, we were discussing the driftmeter that was used for navigation by bombers during WWII. Air Force veteran, Dana N. chimed in with exactly how the driftmeter was used by planes. We always love when veterans tell us stories about their flying days. Dana served in the Airforce for 20 years (1948-1968). He flew in the B-36 as a gunner/electrician. He also flew as a navigator in the B-47 and B-52. He said he only used the driftmeter during training but still fascinated us with telling us how to use it for navigation. By the time Dana started flying, the planes were using ground tracking radar. He stated they would use "dead

reckoning” as a backup. They would use air speed, wind, and gyro compass to determine dead reckoning. For celestial navigation, they needed 3 lines of position to determine their position. During the Cold War, Dana flew in the B-47 and would be stationed on alert in Guam. On a B-47, there were only 3 crew (pilot, co-pilot, navigator). The co-pilot was the star-shooter for the navigator. Once while flying from Guam to Hawaii after their tour, they ran into very bad weather. They were out of radar range to get a fix, unable to see any stars, and unable to realize the wind had shifted. After flying for 6-8 hours, the co-pilot finally yelled that he could see a star and then eventually 2 more stars. Dana was finally able to triangulate their location only to realize they were 300 miles off course to Hawaii. He told the pilot to make a 90 degree turn. After flying for almost 2 hours, they were finally able to get a radio fix. They were right on course and landed with about an hour of fuel left in the plane! Dana said that flight made him a true believer in celestial navigation! Dana went on to fly 65 missions in B-52's over Vietnam. They flew out of Thailand, Guam, and Okinawa. The flight from Thailand was a 4 hour mission while the flight from Guam was 20 hours involving 2 inflight refueling! Dana retired as a Major in the Air Force.

If you ever get a chance, talk to a veteran. They have such amazing stories! We love our veterans!

In Closing:

Our library is quickly growing. If you have a bookshelf that you no longer need, please consider donating to SCHAF. As stated in the beginning of the newsletter, please consider volunteering your woodworking, welding, artistic, or any other type of skills. SCHAF would not be what it is today without some great dedicated volunteers.

We all wish Dave a speedy return to his dedicated work for SCHAF. Until his return, if you used to send emails to Dave regarding SCHAF business, please send the email directly to SCHAF at INFO.SCHAF@GMAIL.COM.

If you have not renewed your SCHAF membership, please do so at your earliest convenience by sending your check to SCHAF at 3100 Devine St, Columbia, SC 29205.

Another reminder that our April open house will be on Saturday, April 14th, from 10:00 am – 1:00 pm at Hangar Y-1. Come see the progress on the restoration of GF-2.