



# Dirigo Flyer

Newsletter of the Maine Aviation Historical Society

PO Box 2641, Bangor, Maine 04402 • 207-941-6757 • 1-877-280-MAHS (in state)

[www.maineairmuseum.org](http://www.maineairmuseum.org) [mam@maineairmuseum.org](mailto:mam@maineairmuseum.org)

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Greetings from the editor:

As we welcome the start of the New Year for the Museum we must be aware that its success depends on the members who volunteer to open it to the public on weekends. I too have volunteered, to produce this issue of the newsletter. I found out it's not as easy as it looks!

Al Cormier

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A 'good' landing is one from which you can walk away. A 'great' landing is one after which they can use the plane again!

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## **Ken DeWitt Central Maine Flying Service (continued) Part 4**

By Ray Gibouleau

There was a celebration of Ken's 95<sup>th</sup> birthday, hosted in Old Town by Ray and Mary Gibouleau, complete with signed attendance records and many photographs. After the party the entire assembly went to DeWitt Field where Ken was presented a proclamation by then City Manager, John Lord, honoring him for his many years of dedication to the general aviation community in Maine. Bob Bouffard presented Ken with United States and State of Maine flags

that had been flown over many of the airports where he instructed, worked or conducted business. There was also a celebration of Ken's 100<sup>th</sup> birthday on April 22, 2008 at the Peace Memorial Presbyterian Church in Clearwater, Florida. Ken's actual birthday was June 29<sup>th</sup> but his daughter, Debbie Hambright, wanted to accommodate many "snow birds" before they headed north. Several friends from Old Town attended that gathering and Ken was roasted by them and others as he sat and listened. Who would have known then that he would spread his wings in a final flight weeks later on April 26, 2008. Ken went to meet his Master.

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If you push the stick forward, items get bigger. If you pull the stick back, they get smaller. That is, unless you keep pulling the stick all the way back, then they get bigger again!

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## How I became a “HUMP” pilot, by Peter Goutiere

I was sitting at the breakfast table when I got a call. A visitor from New York had stopped by the Air Museum and spotted my name on the gate and wondered if and when he could visit the Museum. I've had previous calls such as this and am always ready to show off our facility. The man I met a short while later introduced himself as Peter Goutiere and here's his tale.

While showing Peter and his daughter through the Museum, I learned that he had once lived in Bangor and Brewer and finally graduated from Brewer High School. Peter, however, had been born in India in 1914 and moved to America with his mother and sister after the death of his father. He had come to the area in 1928 to live with an older sister.

Actually, Peter was 25 when he graduated from Brewer High School, having left at an earlier age to pursue other fields. It was while he was attending the University of Maine that he was introduced to the Civilian Pilot Training Program.

The program (CPTP) was a flight training program running from 1938 to 1944 financed by the U.S. Government to train civilian pilots. Though it wasn't proposed as a purpose to train military pilots, the results clearly affected aviation preparedness for the war to come. President Roosevelt announced the program in December of 1938 to give a boost to aviation by training 20,000 college students a year.

The program in Bangor began with twelve candidates, one of them being Peter, and was conducted at then Godfrey Field with ground school at the U of M in Orono. After about forty hours of training the students were ready for their Private Pilots' License. Another 25 hours was spent in a WACO UPF-7 learning acrobatics. This included an introduction to instrument, night and cross country flying. Instrument training was conducted with the help of a Link Trainer, a miniature airplane connected to a device on the instructor's desk that followed the course of the trainer in a chart. Once the student was enclosed in the trainer, which was equipped with all the necessary instruments, he had to depend on the instruments and radio signals to make an instrument landing approach.

Shortly after Peter completed his CPI training, the country became engaged in WWII. Peter's attempt to join the Air Force was foiled when he applied at the age of 27 because the cutoff age for applicants was 26 ½. Undeterred, Peter signed up with Pan American Africa to ferry fighters to Africa. His training through the (CPTP) was his stepping stone into aviation proper. It took him to the Far East to fly the “Hump” ferrying supplies from India to China and many years flying the Middle Eastern countries. He spent some fifty years in his aviation career, the last twenty-nine as an Air Carrier Inspector with the Federal Aviation Administration.

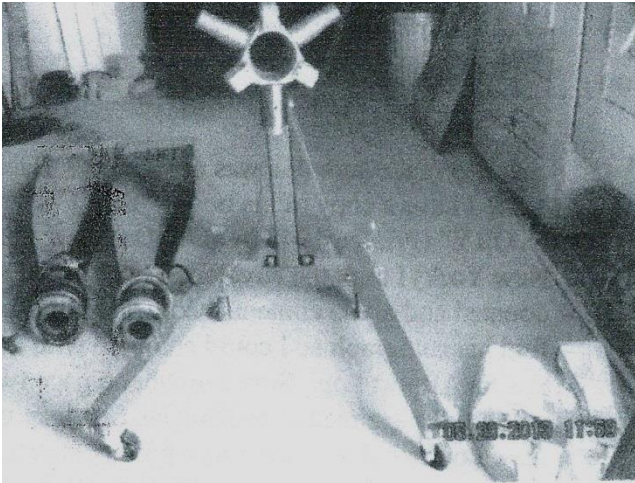
Peter Goutiere is now retired and lives in New York. He has written a book about his life and adventures named “Himalayan Rouge”. A copy has been presented to the Museum Library and is a very good read.

Written by Al Cormier.

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Learn from the mistakes of others. You won't live long enough to  
Make them all yourself!

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A new project is underway at the Museum Jim Nelligan and Les Shaw are mounting a three blade aircraft propeller on a stand to be displayed outside the building. Thanks to a local firm, Bangor Radiator, for donating the alterations to the stand.



Al Cormier and Bob Smith, eighth graders at St. Mary's school in Bangor, show off the model planes they built

Keep out of the clouds! The silver lining everyone keeps talking about might be another airplane going in the opposite direction.



Peter Goutiere, the author of "Himalayan Rouge", who's story is told in this edition, poses with Al Cormier during a recent tour of the Museum. Peter donated a volume of his book to the museum library.



One of the projects that Henry Marois has developed for loan to schools in the area to demonstrate the lift over an airfoil.

## **Wrong way Corrigan and the Maine Connection**

Way back in 1948 I was working at Doane's airport in South Brewer, Maine (the name of the airport and city has now been changed to Brewer Airport, Brewer Maine.) It was there that I met Mr. Ed Arbo: we talked some about airplanes and Maine airplane stories. One story Ed talked about was the Prairie Airport his parents owned in a township just north of Brownville Junction Maine. He mentioned that the famous aviator Douglas Corrigan had landed there in 1937. I could not think of a reason why he would come to central Maine so I just dismissed it as just another story.

Back in June of 2010 I was working as a volunteer at the Maine Air Museum in Bangor, Maine. I was working in the archives sorting out items we had recovered from the public when I came across a large brown envelope from Priscilla Arbo, Ed's sister. As I went through the many pages I came across a photo copy of the airport log and there was an entry: D. Corrigan, Aug 21 – 37. Curtis Robin 9243 Calais, Maine to New York City – Los

Angeles. Ed did not get my attention back in 1948 but the envelope from his sister Priscilla sure did. Was the signature really that of D. Corrigan? How could I check that this was not a hoax? Back home I have a copy of a book, "THAT'S MY STORY" (printed 1948 by E.P. Dutton & Co., New York). I took the envelope Priscilla had donated and all its contents home and hoped to find his autograph to compare with the Prairie Airport Log. Sure enough, on page two was a full page picture of Douglas Corrigan with his autograph that to me was a perfect match Also on page 174 he writes about his flying to Calais and Brownville, Maine. Unable to find an airport in Calais he landed in a field and was informed by natives that there was talk about building an airport a year back but nothing came of it. From Calais he flew on to the Prairie Airport where he signed the airport log (this was August 21, 1937). I think had Calais or Prairie Airport had a runway of sufficient length, Douglas Corrigan would have taken off from Maine to Ireland, August 1937 not from Floyd Bennett Field, New York on July 17, 1938.

Contributed by Norman Houle, July 17, 2011

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You know you landed with the wheels up if it takes full power to taxi to the ramp.

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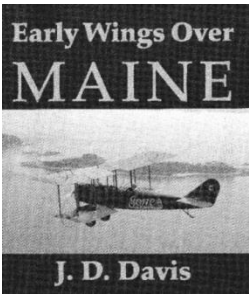
## **We will all miss seeing Norm sitting behind his desk in the Library.**

About three and a half years ago the MAHS received 53 boxes of printed material from the Leo Boyle family. This included nine boxes Leo had received from Mr. Linden Fletcher who was also interested in Maine Aviation. It took four vehicles to transport these boxes from the Portland storage area to the MAM in Bangor. That was 3½ years ago. Today all these boxes have been sorted, labeled and with the help of Mr. Les Shaw, cataloged. The MAM archives now have over 100 files on various Mainers involved in aviation and over 100 files on Maine Airports. Also, the archives have a

large number of pictures, maps, folders and other items having to do with Maine aviation. There is enough material here to use in the Dirigo Flyer for the next five years plus.

Because of my age (87) and it being an eight hour round trip to drive from my home in New Hampshire to the MAM, I will no longer be going to the Museum to work in the archives. I hope someone of interest in Maine Aviation History will take over and work in the archives.

Norman Houle MAHS member # 1  
(06/06/013)



Early wings over Maine by John Davis  
Price \$24.95 (includes sales tax)  
Shipping \$4.00  
In stock and ready for delivery

Send check payable to MAHS to  
MAHS  
P.O. Box 2641  
Bangor, ME 04402-2641

Also available through the museum:

**Memoirs: With an Angel by My Side** by member Alfred Cormier.  
His flying life as told by Al and available exclusively from the Maine Air Museum.  
\$16.00 at the museum, \$20.00 via mail. To order, call or email the museum.  
“...a great story by a member of the Greatest Generation.

**The United States Air Force in Maine, Progeny of the Cold War**  
by John Garbinski.

Another exclusive book from the Maine Aviation Historical Society. Softbound, 134 pages, 151 illustrations.  
\$20.00 (plus \$4.00 postage and handling). To order, call or email the museum.

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#### New service for Members:

Would you like to receive your newsletter faster and save the Museum a lot of money on postage? Here is how you can do this: simply email your email address to [mam@maineairmuseum.org](mailto:mam@maineairmuseum.org) and your next edition will be e-mailed to you at the speed of light and you will help us save \$\$\$\$\$\$.

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Take  
Home  
A  
Gift

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#### Association Officers

President: Scott Grant, [Targete2007@yahoo.com](mailto:Targete2007@yahoo.com)  
Vice President: John Miller, [Vintagewings@cs.com](mailto:Vintagewings@cs.com)  
Recording Secretary: Les Shaw, [les989@yahoo.com](mailto:les989@yahoo.com)  
Corresponding Secretary: Al Comier, [acormier365@yahoo.com](mailto:acormier365@yahoo.com)  
Treasurer: Joe Quinn, [1966corvair@gmail.com](mailto:1966corvair@gmail.com)

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The Maine Air Museum is located at 98 Maine Avenue adjacent to the Bangor International Airport  
44 48' 2.10" North 68 48' 36.02" West



## Maine Aviation Historical Society Maine Air Museum \* Membership Form

Name: \_\_\_\_\_

Address: \_\_\_\_\_

City, State, Zip: \_\_\_\_\_

Special Interests: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

**All dues expire on  
June 30th of each year.  
If joining mid-year,  
pay \$2.00 for each  
remaining month**

Annual membership  
includes six newsletters!

Mail payment to:  
Maine Aviation  
Historical Society  
PO Box 2641  
Bangor, ME 04402-  
2641

Membership	Dues	Benefits
Regular	\$25 annual	Newsletter, Museum Admission
Family	\$35 annual	Newsletter, Museum Admission
Corporate	\$100 annual	Newsletter, Museum Admission
Supporting	\$100 annual	Newsletter, Museum Admission,
Lifetime	\$500*	Newsletter, Lifetime Membership Number, Museum Admission,
	* 2 annual \$250 payments	

We need volunteers-docents, mechanics, maintenance, librarians and exhibit specialists, etc.

\_\_\_ Please call me. I want to be active in the organization.

\_\_\_ I cannot join now, but would like to help. I am enclosing a check for \$ \_\_\_\_.

Contributions over \$20 are tax deductible within the limits of the law.

\_\_\_ I wish to support and obtain membership by purchasing a memorial brick.

***DIRIGO FLYER***  
**MAINE AVIATION HISTORICAL SOCIETY**  
**PO BOX 2641**  
**BANGOR, ME 04402-2641**