



# *Dirigo Flyer*

Newsletter of the Maine Aviation Historical Society  
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**Volume XV No. 2**

**March – April 2007**

In this issue we will look at some Maine residents, some of them are natives, who have been honored for service, instrumental in aviation history, and bridge the gap between old and new.

## **Lt. Colonel Jay Zeamer, Jr.**



Maine's last surviving Medal of Honor recipient and a resident of Boothbay Harbor passed away on March 22 at Boothbay Harbor. He was 88 years of age.

Zeamer was born in Carlisle, PA, grew up in Orange, NJ, and as a child spent many summers in Boothbay Harbor, Maine. At fourteen years old he enrolled in Culver Military Academy in Culver, Indiana. He attended the Massachusetts Institute of Technology and enrolled in the Reserve Officers Training Corps as a prospective officer in the U.S. Army Corps of Engineers. He developed an interest in aviation and joined a local flying club in nearby Norwood, Mass. for lessons. In 1939 while still at MIT, Zeamer was commissioned an infantry second lieutenant in the Army Reserve. At this time he is listed as entering the service at Machias, Maine.

He was discharged from the Reserve in order to enlist in the Regular Army as a flying cadet and completed his primary flight school at Glenview, IL, where his leadership earned him the position of Captain of Cadets. He received his wings in March 1941 and a commission in the U.S. Army Air Corps after graduating from

advanced flight school at Maxwell Field, AL.

He was assigned as an engineering officer testing the new B-26 Marauder with the 22nd Bombardment Group at Langley Field, Virginia, following which he was assigned to the group's 19th Bombardment Squadron as a co-pilot. On Dec. 8, 1941 the 22nd BG transferred to California to fly anti-submarine patrols off the West Coast. In March 1942 the 22nd BG was deployed to Australia where Zeamer flew his first combat mission as a B-26 co-pilot on April 6, 1942. 1st Lt. Zeamer transferred to the 43rd BG (Heavy) in September 1942. This group flew B-17 Flying Fortresses.

On September 14, 1942, the 43rd BG moved to a forward base at Port Moresby, New Guinea where it conducted both bombing and photographic missions. Acting primarily as an intelligence officer, Zeamer began flying combat in October filling in for combat crews needing a second pilot. On a mission to photograph Simpson Harbor at Rabaul, New Britain, he earned the Silver Star. He was promoted to captain in April 1943 and became a pilot in the 43rd BG's 65th Bomb Squadron. He was awarded a second Silver Star for a night mission to Wewak in May 1943.

On June 16, 1943, he piloted a bomber on a very important photographic mission of the Buka airdrome in the Solomon Islands. While on this mission his plane was attacked by about 20 enemy fighters. Despite being wounded in both arms and both legs, he continued the mapping mission and maneuvered the damaged plane so that his gunners could fend off the attack. During the 40-minute fight at least five enemy planes were shot down.

His Medal of Honor citation states that "Although weak from loss of blood, Zeamer refused medical treatment until the enemy had broken combat. He then turned over the controls but continued to exercise command despite lapses into unconsciousness, and directed the flight to a base 580 miles away."

Zeamer was promoted to major on July 8, 1943 and lieutenant colonel in April 1944. He spent fifteen months of hospital recovery at Walter Reed and returned to active duty at Mitchell Field, NY, as a Tactical Field Air Inspector. He retired on disability on January 18, 1945. He returned to MIT and obtained a Master's Degree in aeronautical engineering in 1946. Zeamer then worked for Pratt & Whitney in Connecticut, Hughes Aircraft in Los Angeles, and finally for Raytheon in Bedford, Mass until he retired in 1968.

Zeamer married in 1949 and with his wife Barbara raised five daughters.

After his retirement he moved to Boothbay Harbor, Maine, where he enjoyed rowing in the harbor as he had done in his childhood. Zeamer died in a nursing home at age 88. At the time of his death he was the last living Medal of Honor recipient of the Army Air Forces. Burial was at Arlington National Cemetery.

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The History Channel has told Zeamer's story as part of their series *Dogfights: Episode 12 – Long Odds*.

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**Major General Robert A. Rushworth.** General Rushworth was born in Madison, Maine in 1924, graduated from Madison Memorial High School in 1942 and Hebron Academy in 1943. In June of that year he enlisted in the Army and entered the aviation cadet program. He was commissioned a second lieutenant and received his wings in September 1944. In Feb. 1945 he was assigned to the 12th Combat Cargo Squadron in the China-Burma-India theater where he flew C-47 and C-46s across the Himalaya Mountains to Shanghai and Peking. He was released from active duty in January 1946, joined the reserves and entered the University of Maine.

In Feb. 1951 he was recalled to active duty in the Korean War and was assigned as a pilot with the 49th Fighter-Interceptor Squadron at Dow Air Force Base in Bangor, Maine where he flew F-80C Shooting Stars. In 1953 he was enrolled in the Air Force Institute of Technology in aeronautical engineering. Following graduation he remained at Wright-Patterson and was assigned to the Directorate of flight and All-Weather Testing where he specialized in the development and flight testing of automatic flight control systems.

In 1956 Rushworth was sent to Edwards AFB to attend the Air Force Experimental Flight Test Pilot School. He was then assigned to the Flight Test center at Edwards as an experimental flight test officer in the Fighter Operations Branch, then as operations officer in the Manned Spacecraft Operations Branch.

During this period he test-flew the F-101 Voodoo, TF-102 Delta Dagger, F-104 Starfighter, F-105 Thunderchief, F-106 Delta Dart, and X-15 rocket plane. He flew the X-15 a record 34 times. Rushworth was



the second Air Force pilot to attain the astronaut rating then awarded to military pilots for flights of 50 or more miles high. He was later awarded the Distinguished flying Cross for an emergency recovery of the X-15 after premature extension of the nose gear at near Mach 5 speeds. He also received the Legion of Merit for overall accomplishments in the national interest of initial space flights.



After graduating from the National War College in August 1967 Rushworth attended F-4 Phantom combat crew training and in March 1968 was sent to Cam Ranh Bay AFB, Vietnam where he was assistant deputy commander for operations with the 12th Tactical Fighter Wing and flew 189 missions. In 1969 he was program director of the AGM-65 Maverick program and in 1971 became commander of the 4950th Test Wing at Wright-Patterson AFB.

He then served as inspector general, Air Force Systems Command at Andrews AFB serving in that post until 1974. He was selected to command the Air Force Test and Evaluation Center at Kirtland AFB, NM and was promoted to major general on August 1, 1975.

Robert Aitken Rushworth was rated as a command pilot astronaut with 6,500 flying hours in more than 50 different aircraft. His decorations and awards include the Legion of Merit with oak leaf cluster, Distinguished Flying Cross with two clusters, Meritorious Service Air Medal, Air Medal with 10 oak leaf clusters, Air Force Commendation Medal, and the NASA Exceptional Service Medal. Rushworth retired on June 1, 1981. He died of natural causes in Camarillo, CA on March 17, 1993 and has been posthumously inducted into the Aerospace Walk of Honor.

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There are two other distinguished astronauts with ties to Maine. **Charles Owen Hobaugh** was born in Bar Harbor, Maine in 1961 while his father was assigned to the Southwest Harbor Coast Guard base and was working as assistant lightkeeper of the Egg Rock Light in Frenchman Bay. A resident of Ohio, he received a Bachelor of Science degree in Aerospace Engineering from the U.S. Naval Academy in 1984. Hobaugh



received his commission as a Second Lieutenant in the U.S. Marine Corps in May 1984. He reported to the Naval Aviation Training Command and was designated a Naval Aviator in February, 1987. He then reported to Marine V/STOL Attack Squadron VMAT-203 for initial AV-8B Harrier Training and was then assigned to Marine Attack Squadron VMA-331. He later flew combat missions in the Persian Gulf during Desert Shield/Desert Storm while embarked aboard the USS Nassau.

Hobaugh attended the Marine Aviation Warfare and Tactics Instructor Course. In June 1991 he was selected for the U.S. Naval Test Pilot School. Following this he was assigned to the Strike Aircraft Test Directorate as an AV-8 Project Officer. While there and at the Naval Test Pilot School he flew the AV-8B, YAV-8B, A-7E, F-18, T-2, U-6A, and gliders. While there he was selected for the astronaut program. He logged over 3,000 flight hours in more

than 40 aircraft and has over 200 V/STOL shipboard landings.

In August 1996 Hobaugh reported to the Johnson Space Center. He completed two years of training and evaluation and was qualified for flight as a pilot on STS-104 in July 2001. This was the tenth mission to the International Space Station (ISS). This mission was accomplished in 200 Earth orbits, traveling 5.3 million miles in 306 hours and 35 minutes.

Hobaugh is serving as Capsule Communicator, working in the Mission Control Center as the voice to the crew. He is currently assigned as pilot on STS-118 scheduled for August 9, 2007. This mission will include the long-delayed Teacher-in-Space astronaut Barbara Morgan. (The *Dirigo Flyer* editor, who was a finalist and back-up for the original, and ill-fated, STS-51 Teacher-in-Space mission has been invited by NASA to attend the launch).

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Another astronaut with Maine ties is **Frederick H. (Rick) Hauck**. Rick and his wife Susan Bruce have a summer home in Winter Harbor, Maine.

Hauck was born in Long Beach, California in 1941. He graduated from St. Albans School in Washington, DC in 1958 and received a Bachelor of Science degree in Physics from Tufts University in 1962 and a Master of Science degree in Nuclear Engineering from MIT in 1966. He is also a graduate of the U.S. Naval Test Pilot School in 1971.

His military career started with the Tufts University Navy ROTC following which he was the Underway Officer-of-the-Deck on the USS Warrington DD-843. He commenced flight training at the Naval Air Station Pensacola in 1966 and received his Navy wings in 1968. As a pilot with Attack Squadron 35 he deployed to the Western Pacific with Air Wing 15 aboard the USS Coral Sea CVA-43 and flew 114 combat and combat support missions.

In a 3-year tour with the Naval Air Test Center's Carrier Suitability Branch he tested landing systems for the A-6 Intruder, A-7 Corsair II, F-4 Phantom, and F-14 Tomcat. He flew all three aircraft during both day and night carrier operations.

Hauck was selected as an astronaut candidate in January, 1978. He was the pilot for STS-7, the seventh Space Shuttle flight in June, 1983. This was the second flight of the Challenger and the first mission with a 5-man crew. He was the commander for the second mission of Discovery on mission STS-51A. This was the first space salvage mission in history when they retrieved for return to earth the Palapa B-2 and Westar VI satellites. In May 1985 he was named Commander of the Centaur powered Ulysses solar probe mission but after the Challenger accident the Centaur project was terminated.

Hauck was the spacecraft commander of Discovery on STS-26, the first flight flown after the Challenger accident. He has logged over 5500 flight hours, 436 in space.

In May, 1989 he became Director, Navy Space Systems Division in the Office of the Chief of Naval Operations and held the budgeting responsibility for the Navy's space programs. Captain Hauck left military active duty on June 1, 1990. Following military service he became President and Chief Operations Officer of AXA Space, a subsidiary of the international AXA Insurance Group specializing in underwriting insurance for the risk of launching and operation satellites. He retired on March 31, 2005.



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## **PRESIDENT'S MESSAGE.**

We are almost ready to open the weekend of May 26th and May 27th, all we need are volunteers. If you can work any Saturday or Sunday during the summer, let me know (les@maine.edu) as we need lots of help to keep the Museum open. Saturday hours are 10:00 till 4:00 and Sunday hours are noon till 4:00.

We were visited by Aroundmaine.com a video group from Time Warner, this past week and they taped a video of the Museum and some of us explaining what we do and why. It is expected to take about a month to edit and will be available on line to view. When we learn more we will pass it on to you.

We have opened and cleaned the Museum and have started to cleanout Bay 2 which we plan to use and to expand our displays this summer. Our next meeting will be held in the Museum on May 12th at 10:00 A.M. Meetings are held the second Saturday of each month and always at 10:00 A.M. During the summer meetings are held at the Museum. Please stop by and say hello and learn what we are doing. All are welcome to attend the meetings.

See you opening weekend.....Les.

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## **Books available through the Maine Air 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 at the museum, \$20 via mail order. To order, visit, call, or email the museum.

*The United State 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 \$3.00 postage and handling). To order, visit, call, or email the museum.

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## Early Powered Flights in the State of Maine

### Lighter-than-air

- **August 29, 1907** Capt. Thomas Baldwin in the Baldwin Airship *California Arrow* with a Curtiss Engine and flown from Maplewood Park in Bangor, Maine.
- **Sept. 2, 1908** Charles Oliver Jones flying the Jones Airship *Boomerang* with a Curtiss Engine at the Central Maine Fair in Waterville. The hydrogen-filled gas bag caught fire and Jones was killed.

### Heavier-than-air

- **August 9, 1911** St. Croix Johnstone flying a Moisant Monoplane (Bleriot-type) at the Augusta Fair.
  - **August 26, 1911** C.C. Bonette flew a Curtiss-type Biplane at Maplewood Park in Bangor.
  - **September 1, 1911** George Schmitt demonstrated a Wright Biplane at the Central Maine Fair in Waterville.
  - **September 7, 1911** Nels Nelson flew a Nelson Biplane (Curtiss type) at Bar Harbor, Maine.
- Late summer 1911 must have been an exciting time for early aviation enthusiasts in Maine.
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## Buy a Brick and Support the Maine Air Museum

The Maine Air Museum is proud to announce the new Memorial Pathway Program. To successfully carry out and reach the museum vision, and to help refurbish Building 98, the Maine Air Museum needs the financial support of businesses and public community leaders and individual private citizens. To this end, the museum board has established a means for receiving your monetary donation and recognizing your gift permanently in the museum pathway and wall of honor. These donations are fully deductible.

Details available on our web site: [www.maineairmuseum.org](http://www.maineairmuseum.org) or from the museum by request.

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**Next Meeting. The next meeting of the Maine Aviation Historical Society will be held at the Maine Air Museum in Bangor at 10 a.m. on May 12th.**

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### Association Officers

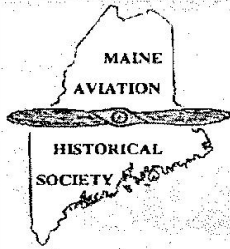
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The Maine Air Museum is located at the 98 Maine Avenue adjacent to the Bangor International Airport.

**44° 48' 2.10" North    68° 48' 36.02" West**

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

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

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

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

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

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

Dues are for one year,  
and membership will  
expire in the month you  
joined.

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includes six newsletters!

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| Membership | Dues                      | Benefits   |
|------------|---------------------------|--|
| Regular    | \$25 annual               | Newsletter, Decal, Museum Admission                |
| Family     | \$35 annual               | Newsletter, Decal, Museum Admission                |
| Corporate  | \$100 annual              | Newsletter, Decal, Museum Admission                |
| Supporting | \$100 annual              | Newsletter, Decal, Museum Admission, 4 free passes |
| Lifetime   | \$500*                    | Newsletter, Decal, Lifetime Membership             |
|            | * 2 annual \$250 payments | Number, Museum Admission, 10 free passes           |

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**  
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