



# Dirigo Flyer

Newsletter of the Maine Aviation Historical Society

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## The Fate of the K-14

By Earl Brechlin

For lobstermen Ernest and Merrill Stanley on the *Frolic* out of Southwest Harbor, July 2, 1944, started out as just another day hauling traps on a calm sea about a dozen miles southeast of Baker Island. Their morning routine, however, was shattered shortly before 11 a.m. when they spied a periscope sticking out of the water several hundred yards away and moving toward Mount Desert Rock at a speed they estimated at 12 knots. From their position they could also make out what appeared to be the hull of a submarine 60 to 90 feet long about 20 feet below the surface.

According to declassified reports, the fishermen had decades of experience on the sea and were familiar with the appearance of submarines both in and out of the water. “Both men are considered very reliable,” an operational intelligence report stated.

Fearing an attack to prevent them from raising the alarm, the fishermen continued with their work as normal, hoping the crew in the sub would think they had not been spotted. Apparently, the sub’s captain also hoped to slip away unnoticed and the periscope suddenly disappeared as the churning water of the sub’s wake quickly faded away.

When the men returned to port that afternoon, they dutifully notified the Coast Guard station in Southwest Harbor, and Navy units in the Frenchman Bay area went to high alert.

With a vital naval communications base at Schoodic Point, substantial military assets were deployed along the coast of Hancock County during World War II. The Navy established a headquarters in what is now the Bar Harbor Inn, and facilities for aircraft and airships were constructed at the airport in Trenton.

In response to the Stanley’s sub sighting, the patrol vessel *USS Patriot*, a lightly armed, converted private yacht, and the patrol vessel *YP 600* were ordered to conduct a grid search in the area off Mount Desert Rock. Army crash boat *P103* was ordered to stand by near Pond Island off Schoodic “to observe and prevent any possible landing attempts.” Other vessels were assigned to patrol the waters from Schoodic Point to Petite Manan.

While many reports of submarines off the New England Coast ended up being wild goose chases, fears of enemy action were real. Less than a year earlier off Nova Scotia, a German submarine, the *U-1229* was attacked and sunk. Interrogation reports of survivors showed it had orders to land spies “somewhere on the coast of Maine.” Later in 1944, two Nazi spies were landed at Hancock Point in upper Frenchman Bay and subsequently were arrested in New York City by the FBI. The call went out for an airship to be dispatched from the naval air station in South Weymouth, Mass. Orders were to conduct a grid search in an area stretching from Matinicus Island to the west to Mount Desert Rock to the east,



and up to 25 miles out in the Gulf of Maine. The blimp *K-14*, took off around 5 p.m. and headed east for the four-hour flight to the Maine coast.

Aboard the *K-14*, Ensign William McDonnell was piloting. With calm winds and relatively flat seas below, the blimp routinely dropped to its search altitude of between 100 and 200 feet and the crew deployed a tethered sensor called MAD (Magnetic Anomaly Detection). The unit, which was dragged through the water, was calibrated to sense the mass of steel in a sub's hull and reportedly was effective to a range of 1,000 yards.

All the Navy's coastal patrol blimps, while primarily tasked with being observation platforms, were armed. Each had a .50-caliber machine gun and carried between two and four small depth charges. On most missions, a sub-killing destroyer was assigned to accompany each airship. On this fateful night, however, the *K-14* was on its own. Its escort was dispatched elsewhere for an emergency before the blimp got halfway to Maine.

Blimps were anything but easy to fly. Navy personnel derisively called the ungainly craft "Poopy Bags." They consisted of a large flexible fabric bag some 50 feet in diameter and 251 feet long, filled with non-flammable helium. Suspended underneath was a 30-foot aluminum gondola sheathed with a thin skin of canvas. Conditions were far from luxurious. The lavatory consisted of a black plastic funnel and 3-foot rubber hose.

Flaps on fins at the rear of the gas bag provided maneuvering ability. A pair of large Pratt and Whitney motors mounted to the gondola drove the propellers. The roar of the motors, just a few feet from the cab, made it almost impossible to hear anything inside.

And blimps never did anything fast. The ungainly craft took a long time to respond to control inputs. Just a week earlier the crew of the *K-14* narrowly missed striking the Deer Isle-Stonington Bridge while on night patrol over Penobscot Bay. The pilot noticed the unlighted bridge and pulled the nose up and then quickly pushed it down, literally hopping over the structure's suspension cables.

With all that helium providing lift, it was nearly impossible for a blimp to fall out of the sky, even if the motors suddenly quit. On the rare occasion one hit the ground or the water, it tended to bounce off or merely slowly settle down. In any of the Navy's K-class blimps, up to a dozen officers and crew could stay in the air for more than a day. A couple of cramped bunks and a compact galley were part of the setup.

According to Navy reports, the *K-14* arrived at the search area shortly after 9 p.m., sighted and communicated with the *Patriot*, and dropped its detection equipment into the sea. Ordered to check in regularly, the crew dutifully radioed in at 9:20 p.m. Little did commanders on the ground know, that would be the doomed airship's last transmission.

Along with Ensign McDonnell, the crew was a mix of regular Navy and reservists, including co-pilot Ensign Ernest Sharp, navigator Lt. Carl Kluber, copilot Ensign Carl Levine, machinists mate Chesley Johnson, machinists mate John Oldar, radioman John Powles, metalsmith Edward Drzewiecki, electrician Walter Ozesky, and radioman William Munro. Another regular crewmember missed the blimp's departure.

According to interviews with the survivors, the flying that night was "smooth as glass." Although *K-14* appeared to be a little tail heavy, that was easily compensated for with the airship's controls. All systems appeared normal until just after 10 p.m.

Ensign Sharp had taken over from Ensign Levine at the elevator controls. Ensign Levine tucked himself into the narrow confines of a bunk looking forward to a nap. According to Ensign Sharp's statement to investigators, an indicator showed that the blimp's nose was a trending little high. Wearing earphones against the motors' steady din, he reached over, dimmed the ultraviolet lights in the gondola and gave the engines some throttle to settle the aircraft down. But the nose showed little response. The blimp hit the water, tail first, its engines still running wide open.

"I can't understand it," he said. "She started to answer the up-elevator all right. I couldn't believe it was going in." The force of the crash surprised the crew. There was no time to radio for help. The gondola quickly began to fill with the 55-degree seawater as the fabric of the deflating gas envelope began to sag and settle on the sea's surface, forming an airtight seal over the wreckage.

Silence descended on the scene as the massive Pratt and Whitney engines dipped below the surface, choked, sputtered and died.

For the crew, trapped in the darkness with water rapidly pouring in, escape from the sinking gondola was virtually impossible. Most windows did not open and, before each takeoff, the main door hatch was secured and locked with a metal bar from the outside to prevent any crew members from accidentally falling out.

Meanwhile, officers at watch stations around Frenchman Bay and on patrol boats offshore were noting several loud explosions and the sound of automatic gunfire in their logs. As far as they knew, *K-14* was still hovering above the sea, running back and forth over the search area.

As the trapped men struggled and clawed to find air, the radio operator at headquarters in Bar Harbor waited patiently for the scheduled check-in call, unaware of the life-and-death drama unfolding just offshore. As repeated calls to the *K-14* went unanswered, the commander of the Bar Harbor base rushed back to headquarters. Fearing the worst, rescue boats were dispatched, and patrol vessels rushed to the blimp's last reported position. And, the search to discover the truth behind the fate of the *K-14* began.

Trapped in a sinking 30-foot aluminum gondola with only one exit – a hatch, locked from the outside – the crew of the doomed airship fought to live.

Pilot Ensign William McDonnell yelled to the others to get out, as the craft settled into the water tail-first. “I remember saying to myself, ‘Oh, my God, this is it. I’m going to die,’” he said according to an official debriefing transcript. “When I hit the water there was no question of helping anybody else. It was just a case of trying to get clear without looking for anybody else to help.”

As the blimp went in, the gondola quickly filled with water. It was late at night and the folds of the massive gas bag were settling over the cab, cutting off any vestige of starlight and reducing the odds the crew would be able to find air, even if they could make it to the surface.

Ensign Carl Levine was in one of the K-14’s claustrophobic bunks when he felt the crash. The skin of the gondola in that area was a single layer of canvas. “I pushed my way through keeping clear of the props,” he said. “I was fighting for air and all I got was water,” he told investigators. “The only reason I am here is that in bobbing up and down I fell into a pocket of air underneath the bag ... I used my knife to cut myself free and when I came to the surface, there was Mac [Ensign McDonnell].”

Co-pilot Ensign Ernest Sharp, who was at the controls when the K-14 went down, headed toward a small open window in the radar man’s compartment. Despite getting ensnared in wires from the radar equipment, he was able to make it out.

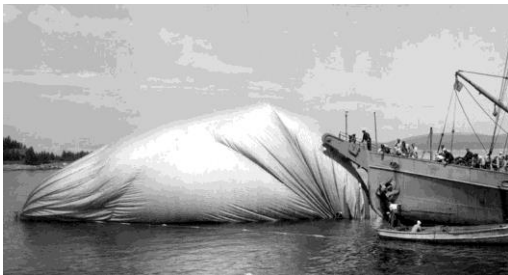
Machinists mate Chesley Johnson reported that he did not remember how he escaped. “When we hit I was so excited. I thought of my wife, naturally, and thought, ‘My God, this must be it.’ I couldn’t believe it. The fellows went down. I started back up. I was pushing up and the first thing I knew I saw light.”

A fifth crewman, Aviation Metalsmith Third Class Edward J. Drzewiecki, also managed to get out but quickly became weak and unresponsive. He remained alive throughout most of the night but died just after the arrival of the first rescue boat. Five other men never came up.

As the survivors popped to the surface in the 55-degree water, they gathered one by one on an aluminum tailfin that remained afloat; and they tried to stay warm. Even in July, however, the temperatures offshore are far from balmy. “My feet got so cold I couldn’t wiggle my toes,” reported Mr. Johnson. “It seemed like every joint in my body was aching.” The survivors, unaware there was nothing to fear from the wildlife in the Gulf of Maine, also worried about being attacked and eaten by sharks.

Alone, bobbing quietly on a calm sea, the men abandoned one tail fin for another and then another as each honeycombed fin slowly took on water and slipped beneath the surface. Finally, their last chance for refuge was the still-floating front section of the gas bag – but it was slowly getting smaller as it lost helium. They swam to it, climbed up, and waited.

Meanwhile, radio operators back at the Naval Air Station in South Weymouth, Mass., had become increasingly concerned as several hours passed with no contact with *K-14*. Around 2:30 a.m. on July 3, officials in Boston contacted headquarters in Bar Harbor to request help in contacting the *K-14*. All ships in the area were asked to be on the lookout for the blimp.



At about 4:45 a.m., the Navy patrol craft *Patriot* spotted a rounded shape through the patchy morning fog just east of Mount Desert Rock.

The crew sent a terse message to Bar Harbor: “Blimp crashed ... four survivors.”

Aircraft and another blimp were dispatched, other vessels rushed to the scene and scoured the waters for up to 10 miles around the wreckage, but no other survivors were found. While crews on recovery boats tied ropes to what was left of *K-14* to keep it from sinking, the survivors – reported to be “bruised and suffering from exposure” – were taken to Bar Harbor. Wrapped in blankets, the

men were rushed to sickbay where they were put in a room by themselves with orders not to talk to anyone about the incident.

Navy reports from the time indicate that Capt. Alexander Moffat, commander of the Bar Harbor base at the time, ordered a stenographer to be hidden in a closet adjacent to the *K-14* crewmembers. According to his book, “A Navy Maverick Comes of Age” he wanted to record their discussions hoping that “when they talked to each other, not knowing their words were recorded, we might get a clearer picture of the sequence of events than they would recall later,” Capt. Moffat wrote. No record of what the stenographer overheard has ever surfaced, although Capt. Moffat insisted the crewmembers’ comments did not differ from official accounts.

Meanwhile, offshore, U.S. Coast Guard boats and Navy vessels began the tedious process of towing the wreckage back to shore. Officials gave top priority to security and searched for the best place to beach the wreckage – the moving folds of the deflated bag made it too dangerous for divers to operate offshore.

With several warships providing antisubmarine coverage and crews in a boat from the Coast Guard Lifesaving Station on Islesford following in case a body surfaced, the boats slowly headed north toward the mainland. “It was decided not to beach on Mount Desert Island due to the fact that the wreckage would attract an unnecessary number of people and no doubt the nearby residents of large estates would protest the placing of wreckage on a bathing beach,” a report by Lt. John Shyne states. The decision was made to take the wreckage to Bunker’s Cove on the east side of Islesford “due to the small number of people on the island and the fact it would “afford the greatest amount of security.” The flotilla arrived just before 10 a.m. on the Fourth of July.

In a paper for the Islesford Historical Society, historian Hugh Dwelley shared what he was able to learn about the salvage efforts by interviewing people who had been on the island at that time. Islanders, he wrote, were well aware of the presence of German subs off the Maine coast. Many fishermen had spotted subs and, on occasion, debris and bullet-riddled lifeboats, and sometimes dories with survivors from ships sunk by subs washed ashore on Islesford.

The arrival of the *K-14*'s 20-foot-high silver bag of helium and a fleet of small recovery vessels caused quite a stir. Coast Guardsmen kept gawkers off the beach, but folks were allowed to gather on the porches of nearby homes and an inn to watch. Various vessels with cranes were brought in and divers were sent down to try to attach cables to lift the gondola. Four more bodies were recovered. The body of the last man, Aviation Radioman Third Class William H. Munro, was missing although his dog tags were found hanging from a hook in the cabin.

However, in late July, Islesford residents were reminded of the tragedy when a young girl out for a walk found a body washed up on the beach at Bunker's Head Cove. Coast Guardsman Calvin Alley from Southwest Harbor was part of the crew that recovered the body from a tangle of seaweed and turned it over to the military.

The Navy official inquiry transcript, dated Aug. 16, 1944, however states that Radioman Munro "remains missing." A search of Navy and other records from the time fails to provide any other clue to the identity the dead man, who was described as "dressed in blue." Mr. Dwelley himself, then 13 years old, reports he gave up a week of going to Boy Scout camp to stay home and watch the salvage operation which took several days.

Over the years he interviewed several people about the incident and eventually published an article in *Down East Magazine*. A man from Caribou, Maine, who had been on the Navy salvage crew read the article and contacted Mr. Dwelley. A running light salvaged from the wrecked airship was donated by that crewmember to the Islesford Historical Society.

During the salvage efforts, officials kept meticulous records of the lengthy and complicated process. Several key pieces of evidence noted in the reports have been used to bolster theories that enemy action, not pilot error, downed K-14. One was the fact that inside the gondola, salvagers found numerous empty bullet casings from the .50-caliber machine gun that was part of the blimp's standard armament. Two depth charges were missing and, from the placement of the wires used to arm them when they were deployed, officials state they appeared to be live and ready to explode at a depth of 50 feet when they left the cab.

No evidence of concussion damage that would signal that the depth charges went off when the blimp hit the sea could be found on the wreckage or seen on the bodies of the deceased crew, reports state. Several independent observers on the night of July 2, however, reported hearing two big explosions, and gunfire, in the vicinity of blimp's patrol. (See related story.) "No offhand explanation could be given for the failure to find two known depth charges in the after racks and no accounting was given for the dead fish in the area of the crash," wrote Lt. P.G. Jameson in a confidential report written on July 12.

Perhaps most telling was the fact that the rear of the airship's 250-foot envelope was missing entirely. That, according to experts, had never happened in previous crashes. And a discovery made when the deflated gas bag was spread out on the ground to dry at the Coast Guard base in Southwest Harbor seemed to confirm some of the worst suspicions. According to reports, there was a series of mysterious and perfectly round holes in the bottom of the rear of the gas bag with corresponding holes, approximately 20mm in size, closer to the front on the top – holes the same the size, about half an inch in diameter – of the standard antiaircraft weapon on many German submarines." Lt. Jameson's report states frankly: "About 15 to 20 small holes were found in the underpart of the bag aft of the car which could have been caused by bullets."

The Navy to this day stands by its position the holes were made with grappling hooks during the salvage operation. But like numerous reports of gunfire and explosions on the night *K-14* went down, none of that information, mysteriously, was introduced at the Navy's Court of Inquiry. And that court's split decision, with at least one of the officers sitting in judgment believing the cause was not pilot error, continues to cloud the truth of what really happened to K-14 to this day.

Sequestered together in a single room in sickbay, in what today is the main building at the Bar Harbor Inn, the bruised, battered and hypothermic survivors of the crash of the blimp *K-14* had no idea that their superior officers had ordered that a stenographer be hidden in a nearby closet to monitor their conversations and take down every word. However, no record of those conversations has ever surfaced, although the Bar Harbor base's commander said in his memoir that "nothing" differed from the official transcript.

The only documentation of what the men said happened is contained in once-classified Intelligence reports that are as remarkable in what isn't discussed as in what is said. Lt. John Pear interviewed the men less than five hours after they had been plucked from the sea following a long night struggling to stay out of the 55-degree ocean water.

Each man was asked where they were when it "hit" or "crashed," and to describe how they got out of the sinking gondola. They related their struggles to survive in extraordinary detail. And, although pilot Ensign William McDonnell was asked for his observations on how the ship was behaving just before it hit the water, he was never asked the proverbial \$64,000 question – what did he think caused the 250-foot, lighter-than-air ship to go down?

There is no indication that any of the men were asked. If they were, what they said may be hidden away in documents that remain classified to this day, some 67 years later. That, and the fact that the crew and everyone involved in the rescue and salvage efforts were given direct orders to not talk, combined with what he feels is a preponderance of evidence, add up to a cover-up, says Fred Morin of Plymouth, Mass., who has been investigating the incident for more than a decade.

He interviewed co-pilot Ensign Carl Levine, the last living survivor, in 2006 with several airship veterans in tow. "He said from the start he had been ordered not to talk about it, and until that command was rescinded, he would have nothing to say," Mr. Morin said in a recent interview. He believes, however, when the evidence is taken as a whole, there is only one logical conclusion. "There may not be any smoking gun like the Navy would like us to find but everything points to the fact they were shot down."

Mr. Morin noted that the same command structure that covered up the torpedoing of the *Eagle*, a Navy sub chaser out of Portland about a year later, ostensibly to prevent panicking civilians, was in place at the time of the *K-14* crash. Some of the same officers were involved in the formal inquiry, he added. "There is no doubt in my mind there was a cover-up." Although the Navy continues to insist there was no proof a sub was off MDI that July, investigators have found at least four other sightings in the Gulf of Maine over the three days following the incident. One of those was made by the crew of blimp *K-15* sent to the *K-14* crash scene.

The area where a pair of Southwest Harbor fishermen reported seeing a submarine on July 2 was frequented by U-boats. In fact, less than five months later, when U-1230 arrived off Mount Desert Island on a mission to drop off Nazi spies it spent more than a week skulking offshore to the east of Mount Desert Rock waiting for the right time to move into Frenchman Bay.

According to declassified FBI reports of the interrogation of the spies, Erich Gimpel and William Colepaug, the sub cruised back and forth beneath the surface at night and hid on the bottom during the day. "During the daylight hours, the boat always bottomed, usually in about 100 meters (328 feet) of water," the report quotes the spies as saying. "After dark, she proceeded, submerged, on electric motors except for the normal period immediately after dark and before dawn when the schnorchel was used for ventilating and charging the batteries," it continued. "The captain always attempted to remain in sight of Mt. Desert Rock."

The report also states the crew of the U-boat was constantly worried about being detected. "Several times during these six days, fishing boats were heard, or once or twice, these boats passed directly over the U-boat."

The evidence that points to enemy action, according to Mr. Morin, is persuasive and includes at least eight independent reports of gunfire and two explosions from points all around the crash area about the time the blimp went down, he said. "Some of those reports noted rounds going up from the surface toward the sky," he said. Curiously, those reports were not allowed into evidence during the official inquiry, he said. Shell casings in the gondola, two missing depth charges, and multiple bullet holes in the blimp envelope add up to only one thing, he continued.

A piece of the *K-14*'s skin, with holes described in early reports as being the same diameter as anti-aircraft rounds used by German U-boats, was sent to the state police crime lab in Massachusetts for forensic examination. Investigators were asked to determine if the holes were made by bullets or shell fragments. A report labeled "Exhibit 8" by Massachusetts state police Lt. Joseph Walker said there was no difference in trace metallic content between the samples with holes and control swatches from elsewhere on the bag. However, he goes on to note that "spectrographic analysis of known holes in fabric caused by 50 cal. and 20 mm projectiles showed that no significant traces of foreign matter are left on the edges of the holes." A ding in a propeller from *K-14* did not appear to be a bullet hit, he said.

Mr. Morin also noted that had the depth charges gone off accidentally during a crash as the Navy suggests, they would have blown the gondola and the crew to smithereens. Reports state no evidence of "concussive damage."

"They were armed when they went into the water. Someone would have had to do that manually," Mr. Morin said. In fact, the entire tail section of the blimp appeared to have broken off and was never recovered. According to Mr. Morin, that never happened in any other crash involving a K-class blimp.

And then there is the discovery of a half-mile long slick of heavy oil, containing dead fish and debris, found by a Navy patrol boat about a mile from the floating wreckage of the airship. "It was nothing that came from the blimp," Mr. Morin said.

Another telling move was the fact that the pilots, Ensigns McDonnell and Carl Levine, were never charged, disciplined or ever had to face a court martial, even though a crash of an aircraft under their command resulted in the loss of a very expensive piece of military hardware and claimed six lives. "Less than a week after the inquiry, they all were reassigned to a number of other units and that was that." Reassignment, he admits, was common practice.

Just four days after the *K-14* went down, the official Navy Court of Inquiry convened in Boston. After reviewing intelligence reports that were admitted and hearing from the survivors in closed-door sessions, it issued a finding that the airship had been lost as a result of pilot error. However, the final word on the matter was issued by the "Convening Authority," the commanding officer of the Northern Group, Eastern Sea Frontier, Rear Admiral R.A. Theobald, on Aug. 12. "The evidence does not conclusively substantiate the presumptions that the cause of the crash and loss of *K-14* were due to "personnel failure and not mechanical failure," he wrote. "Furthermore, there is nothing in the evidence that conclusively or definitively discloses the cause of the disaster."

He mentions several times the crash could have been caused by a mechanical failure. "There is no evidence to indicate that these officers were derelict in the performance of their duties," he wrote. The resulting deaths occurred "in the line of duty and were not due to their own misconduct."

The one positive note from the disaster is that Navy Captain Smith Cobb ordered that the bolt locking the airship's single hatch from the outside be replaced with "a positive, quick-acting fastening," on all remaining airships in the fleet. For Mr. Morin, perhaps the most compelling proof is what he has been able to gather from interviews with those involved and their families. One piece is a special menu from the Bar Harbor base on the 4<sup>th</sup> of July, two days after the blimp went down. It is autographed by the crew and some of the unit's officers to Ens. McDonnell. The late Ens. McDonnell's family still has the original.

Ens. Levine wrote "Our first one, buddy. It looks like staying together pays off...." Crewman Chesley Johnson, who presumably would be less than happy with Ens. McDonnell had pilot error actually caused the crash, signed it "to the best skipper ever."

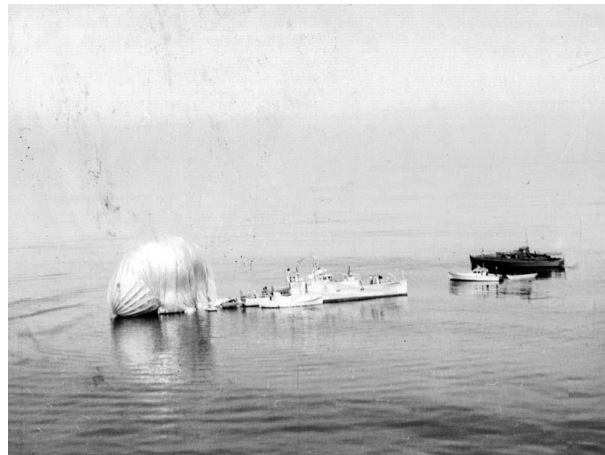
But it is the inscription from Victor Colby, a crewman aboard the *U.S.S. Patriot*, the vessel that rescued the crew and where reports of gunfire and explosions were logged at the time of the crash, that raises the most eyebrows. It says "Congratulations Rb (jg) Macdonald! [sic] Wishing you the best of everything although your [sic] the only one that refused a boch [slang term for German] sub."

Several officers of Squadron Z-11, the *K-14*'s home base, were told by the commander of that base after the crash "not to believe everything they were going to hear about the incident," Mr. Morin noted.

Perhaps the one statement that has haunted Mr. Morin the most, and has energized his efforts to get the findings changed, was the last thing he was told by Ens. Levine at the end of what would be his final interview. "I was alone with him and I asked him 'tell me the truth; the accident couldn't have happened that way, could it?'" Mr. Morin said. "I said to him 'you were shot down.'"

"His answer was 'Of course we were. But sometimes it's best to leave things alone.'"

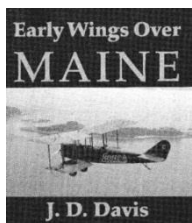
**Editor's Note:** *Should the cause of the loss of the K-14 ever be determined to be enemy action, the members of the crew would be eligible to be posthumously awarded Purple Hearts for having been wounded or killed in combat.*



Left: Capt. Kessard and Capt. Vincent Astor (of the Northeast Harbor Astors) inspecting K-11 at Bar Harbor/

Right: Wreckage of K-14 off Mt. Desert Rock.

(Earl Brechlin is the editor of the Mount Desert Islander newspaper. This story is used with his permission with his rights reserved)



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### **Museum News**

The Maine Air Museum is loaning the Fishing Camp diorama to the Bangor International Airport for display during the winter. It will be on display in the waiting area along with a supply of museum brochures.

The cold weather hasn't slowed several projects for the museum. Scott carpenter is getting the legal paperwork completed for the transfer of the Saab 340 airliner to the museum as a display. Mike Mousseau of the Air Guard has offered to lead the way when the "bird" is moved to the museum grounds. Mike has several years experience working on Saabs. You can see our future "bird" across the runway at the old SAC crows foot. Bob Roth, Saab Chief Test Pilot, is handling the transaction from his end. Plenty of paperwork. This will be a great addition to the museum. Expect the plane to "taxi" over within the next few months. Bob Littlefield is working on an exhibit to commemorate a tour of Maine by Amelia Earhart in 1934. Bob has photos, newspaper articles and even the ticket used by a young lady in Bangor for her ride in the Stinson Trimotor. Scott Grant is working on a photo display about the event. Amelia took people on rides in Waterville, Augusta and Bangor. The display will be displayed in Waterville, Augusta and at our museum. Hank Marois is working on having some free monthly family movies at the museum this summer. It has to be approved by the Board of Directors. Bunker Herbest, Computer Essentials, has all the gear we will need. First proposed free movie will be "Spirit of St. Louis" could be in June. We would like to show them outside against the side of the building. No, we won't be having pop corn- takes more permits than you need for an oil refinery!  

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### **MEETINGS**

**Feb. – March** Maine Aviation Historical Society. It was voted not to hold meetings in February and March due to winter weather and driving conditions.

**Feb. 10.** The Bowman Field Ski-Plane Fly-in / Snow-in. East Livermore, Maine 1000 to 1400. There will be a chili/chowder cook-off and free food for anyone who attends. The runway is rolled and in good condition. Bowman Field is on River Road in Livermore Falls, Maine.

**Feb. 23.** 6th Maine Aviation Forum at the Owls Head Transportation Museum

**March 23-24.** The Midcoast Model Festival at the Owls Head Transportation Museum. Modelers will display a mix of both kit and hand-made models featuring trains, planes, and automobiles.  

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

1-877-280-MAHS toll free in Maine. 207-941-6757  

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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: \_\_\_\_\_

**All dues expire on  
June 30th of each year.  
If joining mid-year,  
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Annual membership  
includes six newsletters!

Mail payment to:  
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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**