



DIRIGO FLYER

Vol. III, No. 7 July 1995

Newsletter of the Maine Aviation Historical Society • 101 Monroe Avenue, Westbrook, Maine 04092 • 207-854-9972

Another Great Show at Owls Head

Special thanks have to go to the Owls Head Transportation Museum for the great event they hosted on July 1 and 2. Their Annual Military Air Show was certainly one of the best ever and was blessed with fine weather on both days. If you weren't there, no words can describe the sights, the sounds and the excitement that prevailed. But more than all this were the people: Charlie Chiarchiaro, Dave Mahaiec and all the Owls Head Personnel and volunteers, the scale modelers, the MAHS members, the visitors and everyone who stopped by our table.

Owls Head WACO UBF2, Stearman PT-17, SPAD XIII, F.E.8 and SNJ Harvard were in the air frequently, and tours of the C-130 were available. Early on, the North American T-28, AT-6 and SNJ flew in formation, and then the Geneseo, New York Aviation Museum's Boeing B-17G "Fuddy Duddy" started up its four Wright R-1820s. It was like going back fifty plus years to see the "Flying Fortress" lumber down the runway and lift easily into the blue sky above, fly overhead and return for a smooth landing. Colonel Frank Borman, astronaut and Eastern Airlines President, climbed aboard his beautiful Merlin-powered P-51D Mustang as did Ed Shipley in his FG-1D Corsair. The best of the Army Air Force and the Navy flew formation to show everyone how much aerial warfare had advanced from the days of the SPAD and F.E.8. On Sunday, Owls Head flew their Etrich Taube, which showed how slow you used to be able to fly, and Ken Cianchette showed off the great maneuverability of his Fokker Triplane. And it's only 1:30!

Now the aerobatic show began as out of the east came the unmistakable shape of the A-10 Warthog, the static example of which had been the center of attention all day. High and low speed passes and simulated attacks on ground targets kept all eyes on the sky. Reese Dill in his T-6 and Dan McCue from New Hampshire in his Russian-built Yak put on masterful displays with their respective aircraft. The time had come for the lime-green earplugs as the AV-8B Harrier Jump Jet from Cherry Point, NC Marine Air Station made a very short rolling take-off to avoid damaging the runway. A unique sight was the Harrier and WWII Corsair flying in formation before the Harrier came to a halt 100 feet over the runway, rotated on its axis, flew sideways and backward and finally dropped down for its very short landing. Ed Shipley then brought back his

Corsair and gave a masterful demonstration, showing condensation and contrails in the humid air, to wind up the air show.

We enjoyed meeting the members, some for the first time, and talking with all the people who stopped by. More on this will be in future *Dirigo Flyers* as we follow up with all these people. If you missed this one, don't miss the next one, which should also be a great weekend.

Next Up: Great State o' Maine Air Show

Brunswick Naval Air Station
Saturday and Sunday, July 22 and 23

Another bang-up weekend looms on the horizon later in July. The U.S. Navy base has kindly provided us with space in the hangar for our historical displays, which drew a great amount of interest at Owls Head. However, no chairs are to be provided, so a word to the wise is: "bring your own chairs." Another warning is that this show is headlined by the USAF Thunderbirds and will draw huge crowds. Come early and be prepared to spend the day.

In addition to the Thunderbirds, Patty Wagstaff, premier aerobatic pilot, will be headlined. A fine selection of warbirds and aircraft from other nations, as well as U.S. Navy planes, is expected for the show. If you can spare an hour or two to be at our table, you'll be well rewarded listening to people's stories and answering their questions. Bring your family, your friends, your chairs, your sunscreen and we'll see you all there.

CATCH THE MAHS EXCITEMENT!

Please let us know what we can do to help you, or things you would like us to plan. We are your society, and we need your ideas. For further information, please contact:

Maine Aviation Historical Society
101 Monroe Avenue
Westbrook, ME 04092-4020
or call (207) 854-9972

If you are not yet a member, join today and help preserve Maine's aviation heritage. Enjoy the *Dirigo Flyer*!

Big Spruce Mountain Expedition

As you all know by now, the "White Bird" search is put off until early fall. The snow lasted too long, and the leaves and black flies came too soon before we could sneak in. Research and planning continue and we'll let you know before any expedition takes place. Any ideas you may have are welcome anytime. The following story by Oscar Blue serves to illustrate what you run into in the Maine woods:

One-of-a-Kind

by Oscar Blue

The "White Bird" was a one-of-a-kind, very interesting airplane. Flown by a one-of-a-kind and colorful air crew, it disappeared on a one-of-a-kind flight.

An investigation of a possible solution to the unresolved disappearance of the "White Bird" has involved some one-of-a-kind, interesting people and led them to some one-of-a-kind adventures.

On Friday evening, 05 May 1995, Terry Potter and George Lehito camped on the western side of Big Spruce Mountain, as far as they could get with their four wheel drive vehicle. They set up a very comfortable camp and cooked a great supper and breakfast. Friday evening, a very friendly wild rabbit came into camp and spent some time with them. Early Saturday morning, 06 May 1995, the weather seemed better than forecast so they hiked up into the target area.

They were in the target area, 0800-0830, when a very strong storm came up, with rain, then snow, and high winds. They found very deep snow, two to three feet deep, in the target area. This was May, and bugs and leaves were already coming out at the lower elevations.

They got very wet from rain and trying to walk in deep snow. Upon returning to camp after being gone for at least five hours, they found their tent had blown down. So, tired, cold and wet, they picked up their camp and went home.

Terry and George are both very experienced Maine woodsmen and understand why the object in the pictures taken on MAHS flights past Big Spruce Mountain is so interesting to aviation historians. George is a very mechanically minded person who would know what he was looking at if anything man-made was found in the woods. Terry is fascinated by the story of an airplane wreck on a mountain side and considers finding it a challenge to his woodsmanship and hunting ability.



Is this what we're looking for? Hopefully not, for it's a tank boiler from a Lombard steam log hauler.

Mark Those Calendars!

- The next regular MAHS meeting will be held on Saturday, August 12th at 9 a.m. at the Pilot's Lounge in the General Aviation Terminal of the Bangor International Airport.
- If enough people show interest, the Massachusetts Aviation Historical Society is willing to plan a meeting at the Barnstormer Restaurant at Pease AFB in Portsmouth, NH. The featured speaker would be John Griffin, pioneer aviator for Boston & Maine Airways/Northeast Airlines. Not only would we have an excellent presentation and meal, but a chance to meet your fellow historians from Massachusetts.

Welcome, New Members

110. Carleton F. Willey (*Maine Aviation*)
1001 Kennebec Road
Hampden, ME 04444-9707
111. Richard Gray (*Aviation*)
46 Pine Street
Portland, ME 04102 207-871-7836
112. Gary L. Rogers (*Maine Aviation*)
2 Walker Heights Road
Kennebunk, ME 04043 207-985-5929
113. Pauline Sodermark (*Aviation/Military History*)
RFD 2, Box 2175
East Corinth, ME 04427 207-285-3077

Many Thanks To . . .

Special thanks to Charlie Chiarchiaro, Dave Mahaier and all the volunteers at the Owls Head Transportation Museum for their hospitality, their help and the great military air show. Those of you who are not members there should seriously consider joining and supporting this fine museum (207-594-4418). We also want to thank Leo Opdycke of *World War I Aero* for his continuing support. See his ad elsewhere and support him also.

Member Ed Maliar stopped by to see me on a recent quick trip to Maine from Bohemia, NY. He sent me copies of research he did at the Auburn Library and a suggestion. The Lewiston newspapers are indexed from 1921 to the present; the Portland papers are partially indexed at the Portland Public Library. If all the members would research their local newspapers in their local libraries, there is a wealth of material that needs to be preserved aviation-wise. If we all help each other on subjects of special interest, the society and each of us can be enriched. I'll help anyone in Portland, so let's get to work.

Upcoming Raffle

George Guzzi of Pine Point, ME and Newton, MA, noted aviation artist, has donated a beautiful print of a Curtiss P-40 over Kunming, China. This print is signed by George and Fred Christensen Jr., 10th leading World War II fighter ace with 22 aerial victories. WE have had this print framed and we will raffle it off beginning at the Brunswick NAS show July 22-23. Tickets will be \$1 each or 6 for \$5, and will be limited to 600 tickets. The drawing will be held at noon, September 10th at Greenville or when all tickets are sold. Thank you, George.

Summer Favorites from the MAHS Photo Album



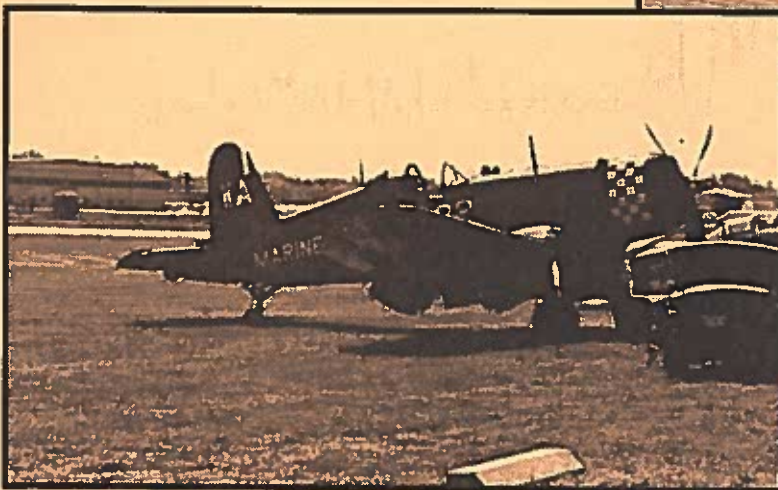
Here's Norm Houle fitting a MAHS T-shirt on Paul G. Strout (MAHS #68) at the Hampton Aviation Flea Market. Not only did it fit, but he made the sale! PS: See the money in his hand.



Col. Frank Borman's beautiful P-51 Mustang at Owls Head Military Air Show, July 1-2.



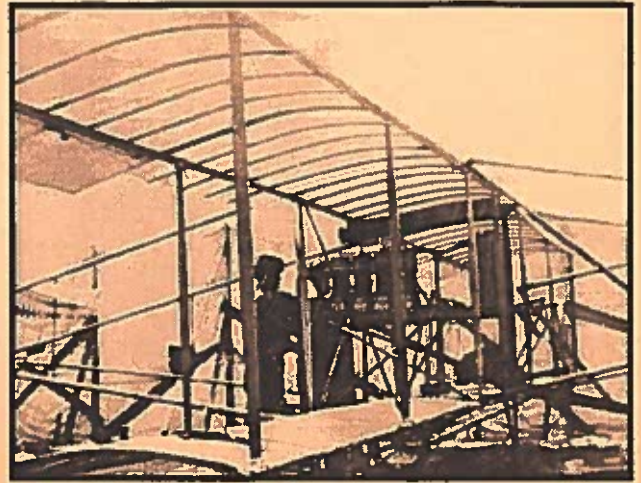
Geneseo Museum's Boeing B-17G "Fuddy Duddy" at Owls Head Military Air Show, July 1-2.



Ed Shipley's exciting FG-1D Corsair at Owls Head Military Air Show, July 1-2.



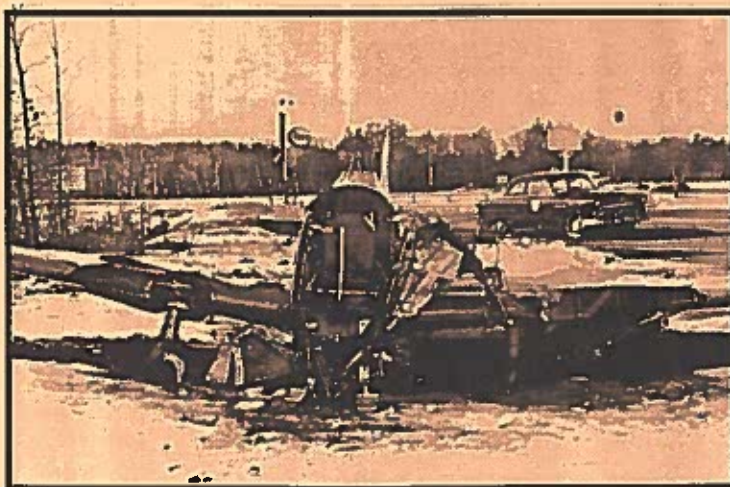
Photo taken at the Lewiston Fairgrounds. Help is wanted in the identification of the plane, the pilot and the date.



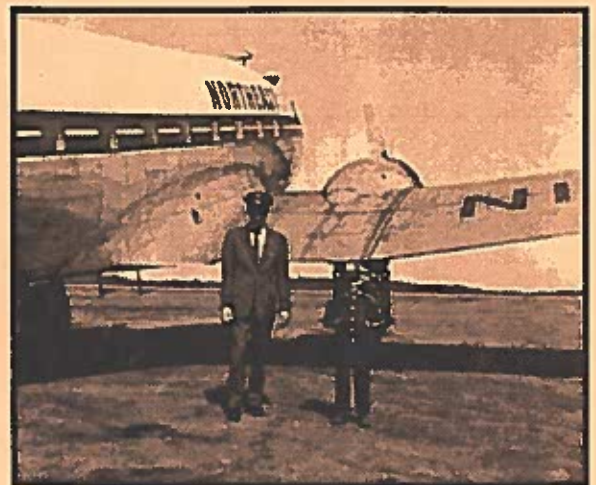
This photo was taken at Bass Park in Bangor. Help is wanted in the identification of the plane, the pilot and the date. Norm Houle Photo



Douglas Corrigan and his Curtiss Robin, Memphis, TN, 1938. Left to right: George Disinger, Dick Johnson, Guard, and member Sherman Tinkham. Tinkham Photo



Fairchild PT-19 that crashed on the Maine Turnpike near Kennebunk in 1954 (N69563). Does anyone have more information? Brian Wood Photo



The last Northeast Airlines flight out of Waterville, April 13, 1962. Robert Godin, Station Agent, and his 6-year-old son, David. DC-3 N19428, Captain Ralph Furbush, Co-Pilot Robert Wimard, Stewardess Virginia Martin. Godin Photo

Upcoming MAHS Meetings

July 22, 23	9 a.m.	Great State o' Maine Air Show, Brunswick Naval Air Station *
August 12	9 a.m.	Pilot's Lounge, Gen. Aviation Terminal, Bangor International Airport
September 9, 10	9 a.m.	Greenville Seaplane Fly-In, Greenville, Maine *
October 19	9 a.m.	TBA
November 11	9 a.m.	TBA
December 9	9 a.m.	TBA

* Indicates that we will have a table and display at these events.

All these upcoming Maine Aviation Historical Society meetings are tentative and subject to change. The definite ones are July 1 & 2 at Owls Head, July 22 & 23 at Brunswick, and September 9 & 10 at Greenville.

Calendar of Events

July 22-23	9 a.m.	Great State o' Maine Air Show, Brunswick Naval Air Station, Thunderbirds
July 22-23	10 a.m.	Air Show and Truck and Tractor Meet, Owls Head
July 27-Aug. 2		EAA Fly-In Convention, Oshkosh, WI
August 5-6	10 a.m.	Aerobatic Show and Transportation Rally, Owls Head
August 10-13		Sentimental Journey, Lock Haven, PA
August 12		Waterville, N.S. Fly-In
August 18-20		Great Falls Balloon Festival, Lewiston-Auburn, ME
August 18-20		Wings of Eagles Air Show, Batavia, NY
September 9-10		Greenville, ME Seaplane Fly-In
October 8		Fall Flying Finale, Owls Head
October 13-15		31st Northeast Aero Historians Convention, Ottawa, Ontario, Canada
October 22		Great Fall Auction, Owls Head

As we get dates, other events will be added. Let us know what you know.

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Don't forget, they make great gifts! All profits help MAHS.

**B
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O
K
S**

**United States Naval Air Stations of
World War II Volume I: Eastern States**
by M. L. Shettle, Jr.

I have briefly seen a copy of this fine new book. It documents the history of all 86 Naval Air Stations east of the Mississippi during WWII. Hardbound 8 1/2 x 11 with 244 pages and 257 photos, it includes Brunswick Naval Air Station, Sanford, Rockland, Lewiston-Auburn, Casco Bay (Long Island) and any others in Maine. There are two pages of text plus photos for each station. A full review will follow when I receive my copy. \$29.95 plus \$3.00 postage & handling

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M. L. Shettle
10300 Haynes Bridge Road
Alpharetta, GA 30202

**The Rocket and the Reich
Peenemunde and the Coming of the Ballistic Missile Era**
by Michael J. Neufeld, Free Press, \$25.00

For those of you fascinated by the V-2 (A-4) rockets of World War II, Nazi Germany and Werner von Braun, this book will be of great interest.

Meticulously researched, you will marvel at the obstacles to be overcome and how the rocket ever flew. Not only the technological problems, but the political machinations of Hitler and the Third Reich, the constant material shortages, production problems, manpower shortages with the use of prisoners and slave laborers, and Allied air raids make one wonder how it was ever built.

As the Manhattan Project for the atomic bomb was driven by a non-existent German threat, so too was the V-2 Project driven by a non-existent Allied threat.

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Next Meeting:
**Great State O' Maine
Air Show**
Sat.-Sun. • July 22-23
Brunswick
Naval Air Station