



DIRIGO FLYER

Vol. V11, No. 12 December 1999

Newsletter of the Maine Aviation Historical Society
 P.O. Box 2641, Bangor, Maine 04402 • 207-941-6757 • 1-877-280-MAHS (in state)
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The Proud Story of Loring AFB

By Charles Francis

"From the fields and forests of Northern Maine, the Limestone Air Force Base flight line has emerged as 'home base' for one of the mightiest striking forces ever known to man." This statement was part of a United States Air Force press release issued sometime in the early 1950s and it described the Air Force's most northerly base in the continental United States, the home of the 42nd Bomb Wing. This base would later be named Loring Air Force Base after war hero and Portland native Major Charles Loring. Today it is home to the Loring Commerce Centre and the Maine School of Science and Mathematics.

While Limestone or Loring Air Force Base was not constructed until the 1950s, it does have direct ties to World War II through the 42nd Bomb Wing and two other Aroostook County World War II air bases in Presque Isle and Houlton, both of which were replaced by Loring. To understand why Aroostook County would be the site of some of the most important air bases in the United States, it is necessary to examine conditions and geography in Maine and the United States as hostilities commenced in Europe with the rise to power of Adolph Hitler in Germany.

"Loring AFB" continued on page 3



P-47 Europe Flight, 1943: B-24 escort crews (back row), and P-47 pilots (front row).

Please **VOTE**

Your ballot is enclosed for the election of officers for the MAHS/MAM for the year 2000. Please vote as early as possible and return your ballot (marked **BALLOT**) to Secretary, MAHS, 101 Monroe Ave., Westbrook, Maine 04092-4020 to be received by 12/31/99. Please note the following:

1. James McCurdy has been nominated as President and as Vice President. Please vote for him only once. If elected to both offices, he will serve as President and the candidate with the next highest number of votes will serve as Vice President.
2. William Townsend has been nominated as Vice President and Secretary. Please vote for him only once. If elected to both offices, he will serve as Vice President and the candidate with the next highest number of votes will serve as Secretary.
3. If Mr. Chichetto is elected as President, he is automatically a member of the Board. Do not vote for him as President and also as a member of the Board.
4. Mr. O. William Robertson has resigned as a member of the Board with one year remaining of his term. The candidate with the fourth highest total will fill his remaining term of one year.
5. Write-in votes are encouraged.

Please vote early and thoughtfully. The results will be announced in the next newsletter.

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Newburgh (1999)

Jim McCurdy (#206)
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Donald Saunders (#177)
Ellsworth (2001)

Carl Sederquist (#218)
Ellsworth (2001)

Monthly meetings
are held at 9 a.m.
on the second Saturday
of each month
at various locations.
See schedule for details.

Maine Aviation Historical Society Monthly Meeting 13 November 1999

- 1. Call to Order.** The November meeting of the Maine Aviation Historical Society was called to order in the visitor lounge of the General Aviation facility at the Bangor International Airport at 1025 hrs. by secretary Boyle in the absence of the president. It was announced that the December meeting was tentatively scheduled for the VP-10 Squadron room at the Brunswick Naval Air Station. (Since postponed to spring.)
- 2. Treasurer's Report.** Treasurer Brantner noted that our checking account stands at \$2658 (\$2723 last month), the money market is at \$8178. From July through October \$2125 was spent on the building. He pointed out that donations of labor need to be recorded. There was a discussion of tax receipts for members who have donated time, money, and materials to the museum.
- 3. Secretary's Report.** We have 260 paid members with another 65 organizations and people getting the newsletter.
- 4. Museum Report.** Chichetto noted that in the past eight months, since the formation of the Museum Board/Committee, the lease has been signed, the roof repaired, a fund raising plan developed, museum handouts printed, phone connected, web site established, building cleaned, lights connected, two aircraft obtained, the Media Day conducted, and various TV and radio interviews completed. Vice President Hurd requested that the minutes of previous meetings be read and/or available at each meeting. He also wanted information as to the status of his letter of resignation. There was a general concern about the lack of communications within the Society.
- 5. Program.** William Townsend gave a presentation of his involvement with the NASA Teacher-in-Space Project which covered his training as a mission specialist in Houston and some of the less obvious problems involved with the daily routine of living in weightlessness.
- 6. Adjournment.** The meeting was adjourned at 1145 hrs.

William Townsend, Recording

Maine Aviation Historical Society Statement of Cash Receipts and Expenditures for October 1999

GENERAL FUND	RESTRICTED FUND
Cash received	Money Market account
Dues 210	balance beginning <u>\$8,126</u>
Donations 165	Interest earned 52
Product sales <u>156</u>	Money Market account
Total receipts <u>531</u>	balance ending <u>\$8,178</u>
Cash expended	Total cash on hand \$10,836
<i>Dirigo Flyer</i> 241	Total cost of building to date <u>\$2,125</u>
Acadia Net 37	
Postage 99	
Telephone 114	
Utilities 18	
Building Costs 114	
Other <u>43</u>	
Total expended <u>666</u>	
Excess of Income (expense) (135)	
Cash balance beg. of month <u>\$2,793</u>	
Cash balance end of month <u>\$2,658</u>	

In August \$5,000 was transferred to the checking account from the donations made which were to be used for fundraising. This amount represents an interfund loan which should be repaid.

Charles B. Brantner, Treasurer
November 7, 1999

Charles Joseph Loring, Jr.

Charles Loring, one of four airmen to receive the Medal of Honor for combat in Korea, attended high school in his hometown, where he enlisted March 16, 1942. In May he became an aviation cadet, training at Douglas Field, Calif., Greenville, Miss. and Napier Field, Ala. He was commissioned as a pilot in December 1942.

Loring served at Maxwell Field, Ala.; Puerto Rico; and Charleston, S.C., before going to Europe in March 1944, with the 36th Fighter Group's 22nd Squadron. He began the first of 55 combat missions and was promoted to first lieutenant that June.

On Dec. 24, 1944, his plane was hit on a strafing mission and went down over Belgium. He was taken prisoner until war's end and returned to the United States in June 1945. He was promoted to captain in October. He held staff assignments at Victoria and Foster Fields, Texas. Between 1946 and 1949, he attended the following schools: Army Exchange at Fort Oglethorpe, Calif.; Adjutant General's and Army Information, at Carlisle Barracks, Pa.; and Air Tactical at Tyndall AFB, Fla. He taught at the Information School for two years and in May 1952, went to Korea with the 8th Fighter Bomber Group.

Loring helped train replacement jet pilots and served as pilot and squadron operations officer for the 36th and 80th Squadrons. He also flew combat missions and was killed in action Nov. 22, 1952, while leading a flight of four F-80 jets on a close support mission near Sniper Ridge in North Korea. The mission was to dive-bomb enemy gun positions which were harassing friendly ground troops. Loring's plane was hit by ground fire as he verified the gun positions and rolled into his dive-bomb run. Hit again and again as he pressed the attack, he

deliberately altered his course and aimed his diving aircraft at the active gun emplacements

The Medal of Honor reads, in part: "...With infinite personal courage and daring, Maj. Loring elected this sacrifice turning approximately 45 degrees to the left and pulling up slightly in a deliberate, controlled maneuver which carried his aircraft directly into the midst of the gun emplacements, destroying them completely. Maj. Loring's superlative gallantry and valor far beyond the normal call of duty were in keeping with the highest traditions of the military service, and reflected great credit upon himself, the Far East Air Forces, and the United States Air Force."

Charles Loring had been promoted to major only two months before his death. Besides the nation's highest award, he also earned the Distinguished Flying Cross and 12 Air Medals in combat in two wars.



First Lt. Charles Loring in his flying garb in Europe in 1944 before he was shot down and captured by the Germans. He was flying P-47s at the time. (Photo via Bill Robertson)

"Loring AFB," continued from page 1

Adolph Hitler was appointed Chancellor of Germany by Hindenburg in 1933. Within a short period, he was dictator of that country. In 1938, the Anschluss or union of Germany and Austria occurred. By 1939, Germany had seized all of Czechoslovakia. Then in September of 1939, World War II began with Germany's invasion of Poland in what has been called the 1000 hour war. Finally the United States entered the conflict when Japan attacked Pearl Harbor on December 7, 1941. However, the United States and Maine had been preparing for conflict well before this.

The first effects of the conflict in Europe were felt in Maine when the 240th Coast Artillery was inducted into federal service on September 16, 1940, just two months after it had finished its annual three week tour of field duty. On September 24, 1941, the entire Maine National Guard was mobilized. Prior to this, on June 20, 1940, the Maine legislature had created the Military Defense Commission which was to prepare the state for possible hostile developments. This commission gave its attention to two defense priorities, the building of armories and airport construction in those places that were considered vital to national defense. In the latter instance, the commission provided engineering expertise, supervision and financial assis-

tance in buying land for airport sites. All in all, over thirty airports were either upgraded or created by the commission.

Maine, at the northeastern corner of the United States, is the closest state to Europe. Therefore it was considered vital to the military defense as well as the offense of the country. Because of its long indented coastline and vast wilderness regions with few, if any, people, it was the perfect place for spies and saboteurs to enter the country. Small boats could easily come ashore undetected and planes could land in almost two-thirds of the state with no one being the wiser. Also Portland was the headquarters of the North Atlantic fleet and every convoy heading to Europe passed through the Gulf of Maine. For these and other reasons, there was a crying need for air cover and this meant having adequate airports.

Many of the airports in Maine were begun during the Depression as work relief projects. Starting in 1940 the Department of War began prioritizing Maine airports as being essential to the national defense. Brunswick was at the head of the list, followed closely by Houlton and Presque Isle and then Bangor and Portland. Even before the war started, Houlton was known for the planes that were flown there and then towed across the

"Loring AFB," continued on page 5

MAHS Board of Directors Meeting 13 November 1999

The meeting was held at the visitors lounge at the General Aviation Facility at the Bangor International Airport. It was called to order by Vice President Hurd at 1213 hrs. on 13 November 1999.

Carl Sederquist requested that the item on the agenda, Other Business, be placed first. Seconded, passed.

11. Other Business. Vice President Hurd's letter of resignation was discussed. It was moved, seconded and voted that we do not accept his resignation. Sederquist requested that we update or rewrite the by-laws to reflect the proper set-up of committees and officers. There was discussion concerning the position of the Museum Board. Boyle moved that the Board of Directors appoint a committee to rewrite the by-laws of the Society. In the following discussion Saunders wants to first look at just how we want the museum to fit in as part of the MAHS. There was further discussion of the make-up of the Society. Boyle withdrew his motion. Sederquist moved that the Board of Directors re-examine and revise the by-laws. Seconded, passed.

1. Heating plant. Cormier has talked with representatives from Irving about heat but has had no response. Cormier believes we should use some gas heaters for the winter and then only in the bathroom and break room. A member from Bethel who deals with heating hangars and warehouses has offered to do an estimate but nothing has been heard from him recently.

2. Fencing. No further word on fencing. There is some question as to whether or not we are on the state's surplus list. Al Cormier will be our full-time employee (needed to qualify for surplus material) for \$1/month. Chichetto and Cormier will immediately get this legalized.

3. P2V Neptune. There has been one quote of \$8500 to disassemble, transport from Florida, and reassemble the P2V in Maine. We may not be able to afford this. There was a general discussion as to whether or not we want this aircraft or if we can get it done ourselves.

4. Stinson aircraft. This has been done and the aircraft is at the museum. There was a motion to pay Rob Rohr for the moving expense from Rhode Island to Maine, not to exceed \$200, seconded, passed.

5. Fundraising. Postponed at this time.

6. Dues. The dues structure is to be revised via by-law changes. Bauer will see about recruiting CAP members as MAHS members. Boyle requested the following dues structure: regular membership to go from \$20 to \$25, family to \$35,



Brainstorming, MAHS fashion. Clockwise, left to right: Hank Marois, Pete Hurd, Charlie Brantner, Leo Boyle, Bill Townsend, Carl Sederquist, Al Cormier. (Don Saunders Photo)

student to \$12, supporter to \$100, life to \$500, and corporate to go to \$100 per year. This request was made a motion, seconded, passed.

7. Bangor Chamber of Commerce. Sederquist moved that the Society join. Seconded, passed. Dues are \$170/year.

8. Spending authority. This will be addressed via by-laws changes and the operations manual.

9. Officer nominations. Hurd will contact members about nominations and will report to the Board and Leo, the results for inclusion in the next newsletter.

10. Planned opening of museum. A sign is needed for the fence. Armstrong will make up a sign if the wording is established immediately. Armstrong and Cormier will do this.

11. Other business (part 2). The Army Guard has offered us a Huey helicopter. We need to write them a letter acknowledging their offer. Armstrong moved we accept their offer. Seconded, passed. There was some discussion about obtaining a cockpit from a Convaire that is in a junkyard in Bradley.

5. Fundraising. Bauer is close to closing his end of the \$10k matching donation to Sederquist's \$10k offer. Bauer is working on grants from Maine as soon as we join the Maine Association of Museums. Brantner discussed various computer fundraising programs. He suggested that we might want to utilize a grant writer. Brantner, Sederquist, and Armstrong will collaborate on looking into the use of a fundraising program. There are about \$500 in bills for stationery. It was moved, seconded, passed that we pay this bill immediately.

Adjournment. The meeting was adjourned at 1422 hrs.

William Townsend, Recording

Join the Maine Aviation Historical Society

→ → → Today → → →

"Loring AFB," continued from Page 3

border to Woodstock, New Brunswick where they then continued on to Halifax, to be loaded on ships and freighted to England and France. Presque Isle Air Base was a base of the Air Transport Command. Thousands of heavy bombers flew out of it heading for Europe. It was one of the largest in the state. All in all, starting in 1940, over \$50,000,000 dollars in federal, state and local funds were expended in Maine for airport development in a four year period.

In the late 1940s, when the Cold War with Russia was beginning to escalate, the Department of Defense, as the War Department was now known, saw a need to upgrade its air defense system. One aspect of this upgrading was modernizing old air bases and constructing new ones. One of the first new ones was Limestone Air Force Base, which would become the home of the 42nd Bomb Wing, already famous for its service in the Pacific theater during World War II.

The 42nd Bomb Wing saw its first active duty in Alaska and the Fiji Islands. Originally known as the 42nd Bombardment Group, the 42nd was split up after completing training in 1943. One tactical squadron was sent to Alaska where it patrolled the coast looking for Japanese planes and naval vessels. The rest of the 42nd, along with the 69th and 70th Bombardment Groups, attacked Japanese strongholds in the Solomon Islands. The 42nd distinguished itself by earning a Distinguished Unit Citation for its support of an Australian attack on a Japanese oil field in Borneo. It then went on to attack Japanese targets in what is now Viet Nam and the Philippines.

After that the 42nd went under the direct command of General Douglas MacArthur as part of the military occupation force governing Japan, after that country's surrender. The 42nd Bombardment Group was deactivated in May of 1946.

The construction of Limestone Air Force Base commenced in 1948 with the building of a runway and hangar. The first military aircraft was flown to the base in 1956 by two retired Lieutenant Colonels, Ambrose Maushart and Lynwood Wright. Their plane was a B-52. The 42nd Bombardment Group was reactivated as the 42nd Bombardment Wing on February 19, 1953. Its first commander was Colonel Frederick Ramputi. The majority of the early personnel of the 42nd were on loan from Carswell Air Force Base in Texas. The 42nd Bombardment Squadron was composed of three squadrons, the 69th, the 70th and the 75th. The 75th, the last squadron to become operational, began flying in August of 1953. Before coming to Limestone, the 42nd was stationed in England. In addition, its character changed: a refueling squadron was added and one bombardment squadron was lost. In 1956, the 42nd's B-36s were replaced by B-52s. Loring Air Force Base was officially dedicated on May 21, 1956. It was named for Major Charles J. Loring, Jr.

Charles Loring was a war hero who died in the Korean conflict. Loring was a Maine native, having been born in Portland. He attended Cheverus High School and the Maine School of Commerce. When the United States entered World War II, Loring enlisted in the Army Air Corps and flew a fighter plane. He was shot down over Belgium and was held in a German POW camp for five months. For his efforts in World

War II, Loring was awarded the Distinguished Flying Cross as well as several other commendations. Later he flew a jet in the Korean conflict. While on a dive bombing run, Loring's plane was severely damaged. He then deliberately dove his plane into an enemy artillery position completely destroying it and losing his life in the process.

In March of 1994, the last planes based at Loring Air Force Base flew out of Aroostook County. Prior to this, however, the planes of the 42nd Bombardment Wing had established one of the most enviable records in the history of American military aviation. During Desert Storm, the 42nd flew a total of 960 missions. Of these, 475 were refueling missions, with the remaining 485 being bombing missions. Within a time span of forty-four days, the 42nd dropped 12,588,776 pounds of bombs and off-loaded 31,802,500 pounds of fuel. During the conflict in Viet Nam, the 42nd dropped thousands of tons of bombs as it participated in Operation Linebacker. The 42nd lost only one plane during this period. One of its B-52s was hit by a SAM missile. The entire crew escaped unscathed, however. Also, during this time period, the 42nd was awarded the coveted Strategic Air Command Omaha Trophy. All in all, the 42nd received over twenty awards of various types and recorded many firsts in aviation, including certifying the first two female air traffic controllers in the Strategic Air Command.

The closure of Loring Air Force Base marked the end of an era of aviation history in the State of Maine. Dow Air Force Base had closed much earlier. Most of it was taken over by the city of Bangor for Bangor International Airport, although there still are some elements of the military operating there. Today, Brunswick Naval Air Station is the largest military presence in the state. The 42nd Bombardment Wing is a part of the rich aviation history of the State of Maine. It is a history that will not be forgotten thanks to the efforts of organizations such as the Maine Aviation Historical Society which is currently working to develop the Maine Air Museum at Bangor International Airport.

The author wishes to thank Walter Houghton, Assistant to the Director of Aviation, Broward County Aviation Department and Mary Walton, Assistant to the President/Public Relations Manager, Loring Commerce Centre, Limestone, Maine for their contributions to this article.

FUN VOLUNTEER OPPORTUNITIES

Winter 1999-2000

- We need volunteers to work on the Maine Air Museum Building 98 at Bangor cleaning up, painting and repairing the display building and aircraft restoration.
- We also need project leaders for each of the aircraft we are restoring. Contact Al Cormier at either MAHS telephone number listed on the masthead or Jim Chichetto at 207-269-3281 evenings. Call today!

Maine Air Museum Committee Review 13 November 1999

It has been eight months since the MAHS Board of Directors set up the Museum Committee to oversee the start-up of the Maine Air Museum. We have come a long way with help from members and friends since that meeting. Here are the highlights:

- We have a building with a 10 year lease, land included, for a cost of a dollar a year for the first five years.
- The roof has been patched and is watertight. It will get us by until we can replace it.
- We have a one year plan with costs and budgets in place, a start-up budget, a five year plan and a fundraising plan, examined by professionals at Jackson Lab who have given us notes on it and other expert advice.
- We have museum hand-outs, a toll free number and a museum telephone.
- We have forms, staffing guidelines, exhibit ideas and displays in planning stages.
- We have cleaned the building and now have power, water and toilets on site.
- We have two aircraft in storage on site: a 1947 Luscombe and a WWII vintage Stinson 10A.
- We had a Media Day on October 11th with great press coverage in the *Bangor Daily News* plus two radio and two television stations.

All this has been done by volunteers like you and with donations of time, materials and efforts. The total cost of all this is less than \$2,200. Half of that was for the power, and another large chunk for the insurance. The actual building costs have been small and people have done much of the work. Al Cormier deserves the credit for his role in this endeavor. We have made great strides in the last eight months, but we will need more help to get this museum open by the summer of 2000.

Thanks to all who have helped us get this far, this fast.



MAHS Vice President Peter Hurd presents the New Zealand and American flags to Colleen Rae-Gerrard of Australia during a ceremony honoring her uncle George N. Harrison. A pilot with the Royal New Zealand Air Force during WWII, Harrison died when his plane crashed at the Houlton International Airport 57 years ago. He is buried at the cemetery in Houlton. (Don Saunders Photo)

From the Mailbag

Flying for Flowers

To the Maine Aviation Historical Society:

As mentioned in a previous article in the *Dirigo Flyer* (November 1999), the third year of my enlistment in the U.S. Army Air Corps (1937-1940) was spent at Mitchell Field, NY in the 99th Bomb Squadron of the 9th Bomb Group commanded by Major Sam Connell. He was big on cross country flying and an avid grower and collector of wild and domesticated plants and flowers. He was famous for borrowing an old BT-2 biplane from the 65th Service Squadron and cruising off over eastern Long Island, up to Connecticut and/or down into New Jersey where he'd search out places to land in or adjacent to fields of wild flowers where he and the crew chief would hop out, pick the flowers and/or trowel out into bags plants which he wanted.

In the latter part of 1939, Major Sam was sent to Command and General Staff School at Fort Leavenworth, Kansas. He found that there was a very large hot house at that facility tended by military prisoners. (Fort Leavenworth was not only the site of C&GS School but the prison for the entire U.S. Army to house those convicted during court marshal proceedings.) Major Sam was in seventh heaven, for he had found many exotic flowers and plants and had made friends with all military and prisoner personnel working there.

His class at C&GS School graduated March 15, 1940 and he and Mrs. Connell had their 1940 Ford to drive back to Mitchell Field. He also had several orchids and other rare plants which he was afraid wouldn't survive the trip by car, so he called the acting company of the 99th Bomb Squadron, Capt. Fay R. Upthegrove, and told him to fly out in a B-18, to make damned sure the heaters worked, and transport the orchids and other plants back to Mitchell Field.

Capt. Upthegrove selected the airplane I was assigned to and since the crew chief had just gotten engaged, he didn't want to make the trip so I was able to go. We got a late start and had to also stop at Middletown Air Depot in Pennsylvania where bad weather caused us to remain overnight.

We got to Fort Leavenworth around noon the next day and Major Sam insisted on flying for an hour and a half at 10-12,000 feet to check the cockpit and cabin temperature. We left the next morning for Mitchell with the navigation table, radio operators table, and the floor covered with potted plants and extra blankets which Major Sam had conned the Fort Leavenworth people out of.

Upon arrival home at Mitchell, we immediately took the plants to the base hot house and they were in good shape. Major Sam told us that if, when he and Mrs. Connell arrived back in New York, any of the plants didn't survive the flight, we, the flight crew, would be going back to Leavenworth and not as students in the Command and General Staff School, either!

F.E. "Ed" Maliar

Upcoming MAHS Meetings and Calendar of Events

December 11 10 a.m. MAHS Meeting, Maine Air Museum Building, Bangor, Maine.

Meeting sites are flexible. We are always looking for suggestions on locations, guest speakers, slide shows, etc. Call Scott Grant at 207-775-3404 if you have any ideas or can be of help.

The year 2000 is now at hand! Next year's calendar promises to be bigger and better than ever, so watch this spot for all the listings you won't want to miss. We'll post all the aviation-related event information you'll need as soon as we get it. So keep watching — and be sure to do your part to keep us informed, too.

Welcome New Members

321. **Michael A. Cornett** (*WWII Army, AF*)
48 Peters Street
Orono, ME 04473 207-866-3256
- 322C. **Warren Cook**
53 Whitney Farm Road
Mt. Desert, ME 04660 207-288-6060
e-mail: admin@flybangor.com
323. **A.L. McCarthy** (*Aviation Books, History*)
MacAir Books, 4 Oxbow Road
Natick, MA 01760 508-653-3391

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310. **Henry L. Marois, Jr.**
5130 Brittany Drive South, Apt. 802
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From the Mailbag

The First, Last and Only Flight

To the Maine Aviation Historical Society:

On July 23, 1943, an historical flight of ten P-47 Thunderbolt fighters departed the Republic Aircraft factory at Farmingdale, Long Island, New York en route to Presque Isle AAF, Maine. This marked the initial leg of the first, last and only flight of U.S. single-engine fighters across the North Atlantic Ocean to England for subsequent combat operational employment.

Two days were spent at Presque Isle AAF for over-water route and survival briefings, final maintenance checks, topping off fuel tanks, etc.

The flight departed Presque Isle on 26 July 1943 with subsequent stops at Goose Bay, Labrador, Blue West Island, Greenland, Reykjavik, Iceland, and Prestwick, Scotland.

One aircraft was lost going into B.W.I. (Lt. Armacost). One aircraft had mechanical problems during take-off from Iceland and had to return to base while the remainder of the flight continued to destination. This aircraft (Lt. Tannenbaum) departed the following day following a B-24 combat replacement aircraft to England.

As a note of interest, Barry Goldwater was one of the P-47 pilots.

Col. L.M. Tannenbaum
580 McNabb Parkway
Cocoa Beach, FL 32931-2810
(407) 784-1355

(See photo on page 1.)

Catch the Excitement!
The Maine Aviation Historical Society
Help Preserve Maine's Aviation History



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2000

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

Annual membership includes
12 monthly newsletters!

Mail payment to:
Maine Aviation Historical Society
101 Monroe Avenue,
Westbrook, ME 04092-4020

Membership	Dues	Benefits
Student	\$12 annual	Newsletter, Museum Admission
Regular	\$25 annual	Newsletter, Patch, Museum Admission
Family	\$35 annual	Newsletter, Patch, Museum Admission
Corporate	\$100 annual	Newsletter, Patch, Museum Admission
Supporting	\$100 annual	Newsletter, Patch, Museum Admission, 4 Free Passes
Lifetime	\$500*	Newsletter, Patch, Lifetime Membership Number, Museum Admission, 10 Free Passes

* (2 annual \$250 payments)

Maine Aviation Historical Society
P.O. Box 2641
Bangor, ME 04402

December Meeting

Saturday, December 11, 1999

10 a.m.

Maine Air Museum Building 98

BIA, Bangor, Maine