



DIRIGO FLYER

Vol. X, No. 1 January 2002

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 Maine Connection

Member Jim McCarthy of Holden, Maine and Ellensburg, Texas sent us the following interesting story of a little bit of Maine in Air Canada. I hope you enjoy it as much as I did.

Leo Boyle, Editor

By James McCarthy

There's a little bit of Maine in Air Canada, the Canadian airline.

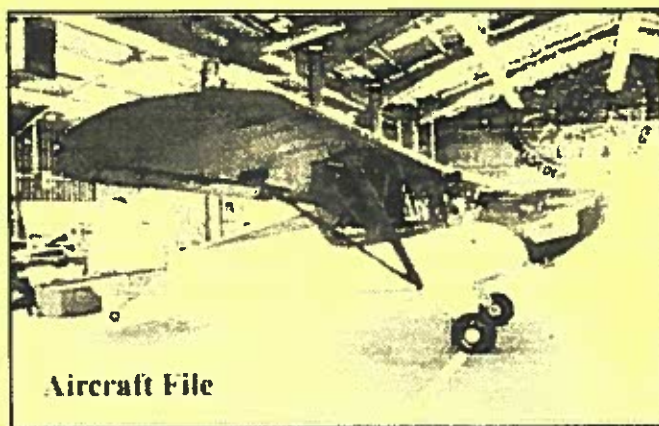
It all started along the shore of the Penobscot River just above the dam in Bangor, at John Craig's floatplane operation. The only ripple on the water that summer day in 1948, interrupting the reflection of the opposite shore, was the disturbance created by Chuck and I as we stepped on the floats of our brand new Piper PA-12. After riling up the water half way to Orono in attempted take-offs, we finally became unstuck and left the Penobscot behind, bound for Gander, Newfoundland.

As a mechanic for TWA's International Division, I was stationed in Gander, the jumping off and fueling point for all airline operations to Europe in those piston engine days. Five of us working there — two Newfoundlanders (Newfoundland was still a British Colony), one Canadian, and two Americans (Chuck and I) — formed a little company we named Terra Nova Aviation, Ltd. It started up with a J3 Cub on wheels and skis, plus the PA-12, purchased from Ken DeWitt in Old Town, and a PT-19, acquired from a TWA co-pilot in some manner I can't remember.

The airplanes were used in timber survey work for Bowaters, the paper company, the occasional delivery of a passenger off-loaded from one of the airlines to St. John's or some other Newfoundland point, and in very limited flight training. It wasn't much of an operation, but then we were all moon-lighters from TWA or Pan American.

Chuck and I lifted off the Penobscot, headed northeast, intrepid airmen that we were — I had a Student Permit, probably with an expired Medical, and Chuck had a Private with minimum flight time and a debatable float plane check — with the absolute confidence of neophytes.

We made good our dead reckoned course to Digby, New Brunswick, tying up to a buoy once used regularly by Pan American in its Clipper service to Europe. A local fisherman ferried us ashore, pointed out an overnight accommodation and identified where we could obtain aviation fuel.



Aircraft File

above: Piper PA-12

right: Piper PA-12 on floats as used in the story.

(Photos via Carl Sederquist)



In the morning, we had no trouble getting off the water with the help of a slight chop and light breeze in the bay. Almost directly east was North Sidney, Nova Scotia, where we landed for fuel before starting out over the Gulf of St. Lawrence for Porte aux Basques, Newfoundland. It was a long 75 miles of open sea to contemplate without a single piece of flotation equipment aboard, except for the Edo floats hanging below our feet. What courage, or innocence (maybe stupidity) we must have possessed! To complicate our passage, forward visibility was limited by the scattered summer clouds floating beneath us. No land came into view until we were almost directly over Porte aux Basques, one hour out of North Sidney.

We continued across the island of Newfoundland using the popular Arthur Godfrey system of navigation; that is,

"Connection," continued on page 7

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Monthly meetings
are held at 10 a.m.
on the second Saturday
of each month
at various locations.

See calendar for details.

Maine Aviation Historical Society Monthly Membership Meeting President's Report for December 2001

This past year has been filled with emotional ups and downs for both our nation and this organization. We have seen our nation attacked and from the rubble we have seen a new birth in the spirit of patriotism. And while our organization is strong, we failed to achieve the increase in membership that we had hoped for. I, myself, personally bear a great deal of the responsibility for that goal not being achieved.

We have, however, made great progress in bringing our message to the public. Our various parade participations, media accompanied hikes, and our fundraising awareness campaign have all led to a better understanding of the goals we set out to achieve at the beginning of our quest to build an air museum for the state of Maine. The city of Bangor, as in the past, has supported our efforts once again by fronting us the repair costs for the roof to the museum. Our next project, which is already in the planning stages, is work on the heating system.

Over the coming winter months we will begin renovations to the main display area and the Hall of Fame Room / Library. Tentative plans call for a late spring 2002 opening for our museum on a limited scale. But in order to accomplish this, we will need some volunteers to do some real work, and we will need some significant financial support. So far we still have a shortage of workers, but we have an even bigger shortage of financial support.

Finally, I must say that I leave my position as president with a feeling of a job half done. It was a difficult decision to make. While I will not make excuses, I will say that the progress we have shown this past year will be reflected in the years to come. Now there is an opportunity for all of us to support a new president who will need that support. It doesn't matter who the president of this organization is. It is the membership that makes it all happen. I hope all of our members will support the new president as he continues where I left off and serves in completing the remainder of my two-year term.

We also will be voting for three members to serve on our Board of Directors. I can't emphasize enough how important the Board of Directors have been to this organization both in the years past, this last year, and in the coming year ahead. It has truly been an honor and a privilege to serve as your president this past year, and I appreciate the support I received. Thank you.

— John C. Garbinski
President, MAHS

HAPPY NEW YEAR 2002!



We are happy to have Carl Sederquist, back on the road to good health, lead us in wishing the Maine Air Museum, the Maine Aviation Historical Society, and all of our members and friends a great 2002.
Your *Dirigo Flyer* Editor and the Board of Directors

December Meeting Notes

President John Garbinski opened the meeting with his usual flair, especially knowing that it was to be his last as president. Since Charles Brantner, treasurer, could not be present, his monthly statement for November was read showing us low on funds, as usual. However, Leo Boyle pointed out that he had deposited over \$1,000 since the first in dues receipts. His membership report showed 174 members plus 21 life members. We need to recruit new members to make up for the normal attrition. If your dues were due in December and you have not sent them in yet, please do so as soon as possible to keep receiving your *Dirigo Flyer*. As usual, look for the red dot on your label, and if you get one, get out the checkbook before you forget it for another month.

John's final President's Report (on page two) talks about his efforts and ours this past year, how much has been accomplished and how far we still are from being open. Les Shaw, in his Museum Report, indicated that he would like to have a full day planning session in January to go over all the things that need to be accomplished for us to open in Spring 2002. (See details under January meeting.) Mike Cornett told us about the roofing company and the fine job they had done on the roof, which is now complete and the building is now dry! He also told how Les, Mike, Scott Grant and another vacationing member have been taking off the old sheet rock and filling in the nail holes so we can finish off the walls. Ed Armstrong and Al

Cormier are working on getting the heat installed in the building (note change in meeting place for the January meeting, so we'll be warm).

Peter Noddin spoke of the annual outing of the Greenville Snowmobile Club to the B-52 crash site on Elephant Mountain coming up soon, and he hoped that some of our member could go with them. Peter, Jim Chichetto, and Todd went to a B-25 crash site in November that looks like a good one for a spring hike. We heard with deep regret that Charlie Brantner, our treasurer, has resigned as of 12/31/01 for personal reasons. Anyone interested in this interesting job, please let one of our other officers know right away.

Member Peter Brown then recalled some of his experiences in World War II. Although initially trained as a pilot, the Air Force soon switched him to navigation and he was trained by Pan Am in their flying boats. He then flew C-87s, flying out of India to China over the Hump. Finally transferring back to the States, he ended up ferrying a B-26 to England, using the southern route. He ended the war flying C-54s from San Francisco to Hawaii and on throughout the Pacific. A most enjoyable talk, and thank you, Pete.

After John Garbinski's closing remarks, a motion was made to thank him for all he has done for us this past year as president, and he was given a standing ovation.

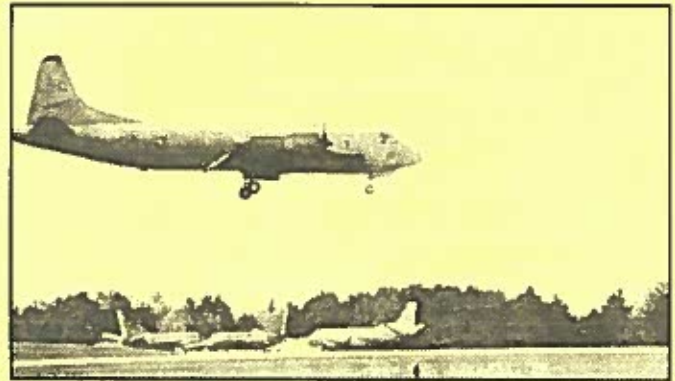
Thank you, John!



Above: Member Peter Brown telling of his World War II flying experiences at the December MAHS meeting.

Above Right: A Lockheed P-3C Orion from BNAS lands at Bangor October 13, 2001.

Right: Work in progress on our new roof which is now complete.
(Mike Cornett Photos)



January 2002 Meeting

The January meeting location will be in Room 252, Neville Hall, University of Maine in Orono. The easiest way to get there is to park in the Maine Center for the Arts parking lot and Neville is two buildings away. Walk past the D.P. Corbett business building and the next building is Neville. You will see a new addition on the back of Neville; enter by that door with the canopy and go upstairs. We will meet right across the hall in the Conference Room. There are a few parking places at the back of Neville for those who have a problem walking. If you need help, call Les Shaw at 581-1601.

We plan to have a short regular meeting and then spend the rest of the day on a good planning session on what needs to be done for a spring/summer opening. Les will provide pizza for lunch and we would like to get as many of the members there as possible. If there are 20-25, we will hold it in Les's conference room. If there are more, we will use the classroom in the building. We will have an agenda outlining the items to be taken up at this session, and there will be room for everyone's ideas. This will be a very important meeting, so plan to be there and contribute. A tentative snow date is the 19th. See you all there.

DIRECTIONS

From the South, Exit 50

Coming from the south on I-95, take Kelley Road, Exit 50. Turn right at the end of exit ramp. Drive 1 mile to the red flashing light. Turn left onto Route 2. Drive 2.5 miles to the third set of traffic lights. Turn left onto College Avenue.

From the South, Exit 51

Take Ext 51, Stillwater Avenue/Old Town. Turn toward Burger King and the shopping center. Turn right at the fourth traffic light by McDonald's and KFC and go down College Avenue. Take the third left onto Munson Road at the first University of Maine sign.

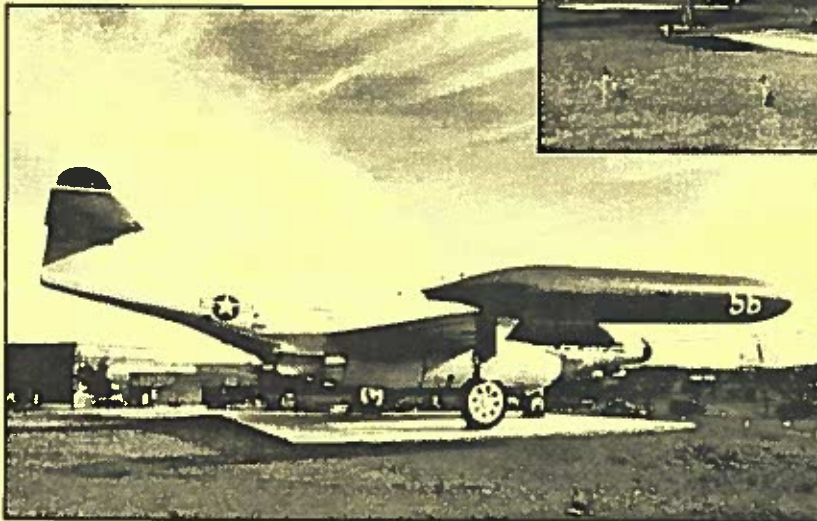
From the North, Exit 51

Coming from the north on I-95, take the Stillwater Avenue Exit 51. Turn left at the end of the exit ramp. Drive 1 mile to the fourth set of traffic lights. Turn left onto College Avenue.

Get Involved

Remember, this world is run by those who show up. We are no exception!

**Come See the
Northrop
F-89J Scorpion
at the Maine Air Guard
Facility in Bangor**



Two views of the Northrop F-89J Scorpion which the Air Guard has repainted and is now on display at their facility in Bangor.

This plane was formerly at Waterville.

(Mike Cornett Photos)

Our Scorpion II — A Brief History

By Jean-Guy Paquet

In August 1972, I purchased the plan to build a Scorpion II Helicopter, a two-seater. From 1973 to 1974 I purchased materials from the Scorpion Company and other vendors as the project was completed. On August 28, 1974 the chopper was inspected for airworthiness and was certified. One hundred hours of flight time was required before going out of the local area or carrying passengers. On April 2, 1976, a further inspection granted a special airworthiness certificate as an Experimental Aircraft. On April 28, 1977 another inspection granted a special airworthiness certificate. Upon completion of the one hundred hours in the air, on June 27, 1978, a final airworthiness certificate was issued. Routine inspections followed biennially.

The registration with the FAA was done in 1973: Registration N-18812, as an Experimental Aircraft, VIN #3856.

Since the age of ten years, I had been trying to build aircraft behind the barn at my father's farm. One time, I even got the engine to install before my dad found the craft and dismantled it. It seems I have always had a passion to fly. In 1965, I worked to get my Canadian private pilot's license. I became an American citizen and joined the National Guard in 1975 to follow that dream. I was trained first on repairing the aircraft, and then went to flight school in 1982 and became a pilot in the U.S. Army as a MediVac Helicopter Pilot flying a UH-1 (Huey). In 1982, I also was licensed for commercial fixed wing and helicopter and flight instrument.



Our Scorpion II Helicopter arrives at the museum. (Mike Cornett Photo)



Jean-Guy Paquet, donor of the Scorpion II helicopter. (Mike Cornett Photo)



Mr. Paquet, John Garbinski and Les Shaw ready to transport the helicopter to the museum from Whitefield. (Mike Cornett Photo)

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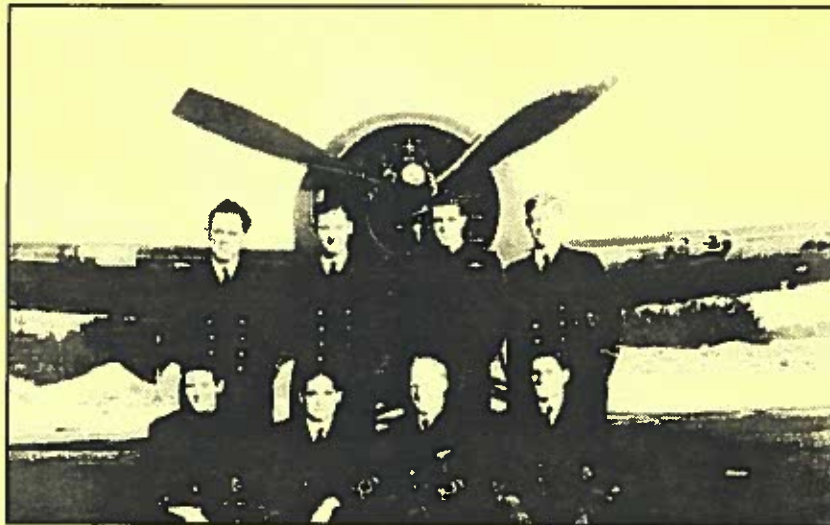
**More Great Shots
from the MAHS
Archives**




Ralph Mower of Bangor, Maine flying his J-3 Cub in 1949.
(Photo from the Norm Houle Collection)



"The Spirit of St. Louis" at Old Orchard Beach on July 24, 1927. The tall man in the left foreground is Harold Hutchinson, son of John Hutchinson who owned the Brunswick Hotel. This is where many of the visiting and trans-Atlantic aviators and their families stayed. Lindbergh is next to the fuselage of his plane.
(Photo via Dan Blaney)



The British Royal Navy 1841 Squadron, Lewiston-Auburn Airport, November 1943. Plane is an F4F Grumman Wildcat.
(Photo from the Jack Crosskill Collection)



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Upcoming MAHS Meetings

✈ ✈ ✈ 2001 — 2001 — 2001 — 2001 — 2001 ✈ ✈ ✈

January 12 10 a.m. MAHS Meeting, Neville Hall, Room 252, University of Maine, Orono, Maine.
 February 9 10 a.m. MAHS Meeting, TBA.

MAHS meeting sites are flexible and we're always looking for guest speakers and new program ideas. Call Scott Grant at 207-824-8617 if you have any ideas or if you can be of help.

"Connection," continued from page 1

following the railroad tracks of the Newfoundland Railway that operated in those days. A few hours later, after refueling in Stephenville, we approached Gander, circled the airport, and dropped into Dead Man's Pond, just off the airport runways, to the exuberant plaudits of our friends and co-workers. We felt like Lindbergh in Paris.

That was the real start of Terra Nova Aviation. A few years later, after I had left Newfoundland, our little upstart merged with a Seabee operation in St. John's. That combine prospered and developed into Eastern Provincial Airlines, an operator of Boeing 737s throughout Newfoundland, mainland Labrador

and down into the Maritime Provinces. It attracted the interest of Trans Canada Airlines and was eventually folded into the national routes of that company. Trans Canada soon became the Air Canada of today.

So, distant and improbable and insignificant as it may appear, there's that little piece of Maine that continues as Air Canada.

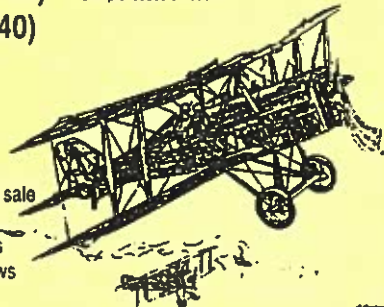
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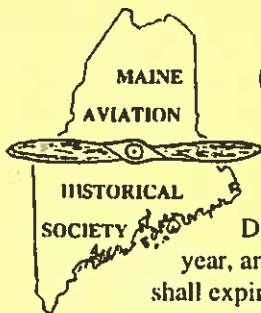
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Maine Aviation Historical Society
P.O. Box 2641
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January Meeting

Saturday, January 12, 2002
10 a.m.

Neville Hall, Rm. 252, UMO
Orono, Maine