



DIRIGO FLYER

Vol. X, No. 4 April 2002

Newsletter of the Maine Aviation Historical Society
P.O. Box 2641, Bangor, Maine 04402 • 207-941-6757 • 1-877-280-MAHS (in state)
We're on the Internet! Visit our new web site at acadia.net/mahs/

Auburn-Lewiston Airport

The following article from the book *Auburn: 1869-1969* briefly outlines the beginnings of the Auburn-Lewiston Airport up until 1942.
Leo Boyle, Editor

In the period following World War I, interest in aviation grew in the Auburn-Lewiston area, and several small private landing fields were built. The Twin Cities, however, were destined not to have a municipal airport until the early 1930s.

Early aviation enthusiasts, such as Ernest (Buck) Sherman, Roland Maheux, Henry M. Dingley Jr., William (Bill) Turgeon, and the Darling family did much to spearhead the drive to improve landing facilities. At one time or another, each of these men had a private landing field.

Aviation on a much larger scale had its start locally in 1927 when various interests met to discuss the possibility of a large municipal airport. The following year saw new airports opened in Portland and Augusta, putting Auburn and Lewiston in a position where something needed to be done to keep the twin communities from being bypassed.

The Darling family created its own airport on its Auburn property in 1929; and by 1931 there were three landing fields in Auburn.

Two other men entered the aviation picture in 1933. Henry Morin and Guy Flagg announced plans for a large airport; Mrs. V.S. Darling offered her land for lease; and in the following year 340 acres of land in the Marston's Corner area of Auburn were leased.

The next few years were important ones in the development of a landing field. Auburn and Lewiston acquired title to the land in August 1935, and work was started. The first plane to land on the new airport was piloted by Hugh Herndon, who touched down at the airport on May 29, 1935. Much of the development work at the airport was done under several different federal work programs with federal grants.

Actual operation of the new airport was leased to Henry S. Dingley Jr. in 1936; and he was destined to become the figurehead of aviation in this area for several years. Runways at



the airport were paved and lighting installed; and by 1940 the Boston and Maine planes were making regular stops. This was the airline which later became Northeast Airlines, which continued to serve Maine.

Piloting the first commercial airliner to drop down to the local municipal airport was Capt. Sanford Chandler of Auburn. He and pilot Jack Patterson brought in the

This view gives an overall view of the Auburn-Lewiston Airport with the base in the foreground and the runways. (U.S. Navy Photo)

"Airport," continued on page 6

Dirigo Flyer is published monthly by the Maine Aviation Historical Society, a non-profit (501c3) corp. P.O. Box 2641, Bangor, ME 04402
 web site: acadia.net/mahs/
 telephone: 207-941-6757
 1-877-280-MAHS (in state only)

ASSOCIATION OFFICERS

President

Leslie Shaw (#331L)
 Brewer, ME 04412
 207-989-4168

e-mail: les_shaw@unit.me.edu

Vice President

Peter Noddin (#295)
 East Millinocket, ME 04430
 207-746-5166

e-mail: petef86a@midmaine.com

Corresponding Secretary

Alfred Cormier (#196)
 Bangor, ME 04401
 207-941-6474

e-mail: acorm6H@aol.com

Recording Secretary

William Townsend (#101L)
 Bar Harbor, ME 04609
 207-288-5654

e-mail: townsend@acadia.net

Treasurer

Joseph Quinn (#377)
 Levant, ME 04456
 207-884-7188

e-mail: jwquinn@att.net

DIRECTORS

William Cook (2004) #95
 James Chichetto (2004) #5L
 Ed Armstrong (2004) #166L
 Peter Noddin (2003) #295
 William Townsend (2003) #101L
 Leslie Shaw (2003) #331L
 Leo Boyle (2002) #2L
 Jules J. Arel (2002) #147
 Alfred Cormier (2002) #196
 Michael Cornett (2002) #321L

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

Board of Directors Report • March 9, 2002

The Board of Directors meeting was called to order by President Les Shaw at 0900 on 9 March 2002 at the office of the Maine Air Museum. Fourteen people were present.

We discussed the need to park aircraft on the taxiway behind the museum on opening day. Ed Armstrong will contact the airport management about this. John Garbinski will talk to the Air National Guard about having a KC-135 for display out behind the museum. The MEANG has indicated that there should be no problem with this unless there is an alert in progress.

Discussion concerning payment for roof repairs. The contractor has been referred to the City of Bangor for payment. There has been some delay due to incorrect dates and other information on the contract papers from the city. This has resulted in the contract papers being returned and the resultant delay in processing.

Do we need a subcommittee to handle the open house? It was moved "that we form an open house committee to detail plans for the open house." Seconded, passed. Carl Sederquist, Jim Chichetto, Les Shaw and Mike Cornett are on the committee.

John Garbinski has been trying to finalize the movement of the UH-1 aircraft from the Guard base to the museum grounds. The ANG has received funding for the site visit and it is scheduled for early April. It is still possible to get the aircraft before Memorial Day.

Status of furnace. Mike Cormier has received two bids for the cutting of the holes to run ductwork through the walls. We have accepted a bid of \$2400 for cutting three holes for this ductwork and it is done. (See photo below.) Installation of new ductwork can be done now. The target is to have the building heated by the end of the month.

Displays. Oak plywood and Lexan will be here anytime. A lead carpenter has not yet been found.

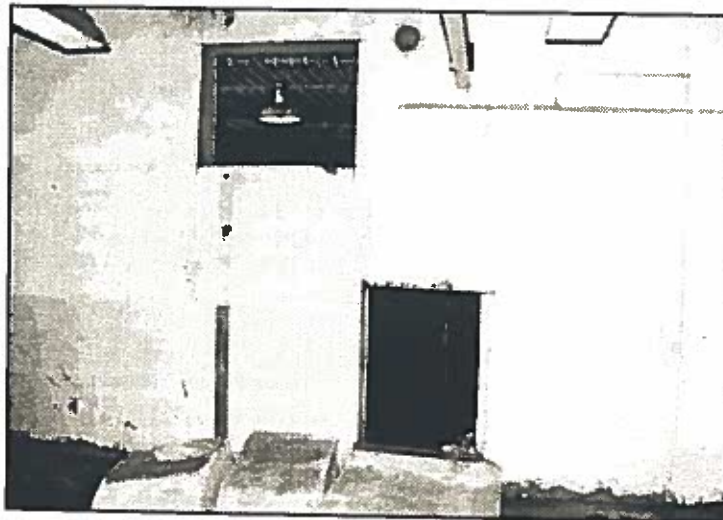
Staffing. Staffing of the museum will be discussed during the April meeting. Exhibits should be self-explanatory. Training of docents needs to be set up soon.

Parade. It was decided that the museum will have a presence in the Memorial Day Parade.

Fundraising. Carl Sederquist renewed his suggestions of having a Walk (or Wall) of Honor with memorial bricks purchased as donations to the museum. We need a sample of bricks for people to see; we also need a merchant account for credit card purchases. Our cost is \$10 per brick. Carl Sederquist suggested an engraved brick and a copy of Garbinski's book for donations of \$100-\$150. We need a letter of intent and we need to set up the merchant account. We also must produce a conceptual diagram of the walk.

Meeting adjourned at 0956.

— William Townsend, Recording Secretary



The holes are cut in the walls for the heating ducts. Note the concrete blocks that were removed in the foreground.
 (Mike Cornett Photo)

March Meeting Notes

The March meeting was called to order by President Les Shaw at 1000 at the Maine Air Museum.

Reports. A printed treasurer's report was handed out. Other than electronic mail via the web page, no other correspondence was received by the recording secretary. Leo Boyle reported 197 members at present with renewals coming in fairly well. Several new members were present at the meeting.

Museum Report. Mike Cornett reported on work recently done. Most work is on hold due to temperatures within the building. Concrete patching can only be done at 55 degree wall temperatures. We have some basic primer paint on hand. Display production is on hold until a carpenter has been contacted. Ed Armstrong updated us on recent fundraising activity. Some unofficial prospects are being looked into.

There was some discussion of the furnace and the holes. There were two bids of \$2400 and \$3400 with the former accepted. Each hole, a total of three, involves removing 1500 pound blocks of concrete which has been done. Some ductwork has been donated. Two oil tanks have been donated by George Tinker. Peter Noddin reported that there are no hikes planned for the Spring at this time due to opening day activity. There will be some sites visited to replace flags in case anyone wants to tag along.

The UH-1 is still waiting the site visit, due in early April, before it can be transferred to the museum. The jet engine paperwork is done. We then have 60 days to retrieve the engine. It is 26 feet long and in a container. Les Shaw noted that we have been in contact with several military suppliers. The problem is that most available material is "as is - where is" and transportation is a major expense.



John Garbinski with the F-89J Scorpion ejection seat donated to the museum via the MEANG. (Mike Cornett Photo)



Vice President Peter Noddin presents past-President John Garbinski with a plaque honoring him and appointing him official historian of the 3080th Aviation Depot Group. (Mike Cornett Photo)

President's Report. The opening is getting closer. At the next meeting we need to work up personnel assignments. All work is awaiting furnace installation. Painting parties are planned.

Old Business. The Board of Directors has set up an opening committee. This consists of Carl Sederquist, Jim Chichetto, Les Shaw, Mike Cornett and Ed Armstrong. Display materials are on hand. An F-89 ejection seat has been donated. John Garbinski is donating flight gear needed to outfit a pilot mannequin to sit in the seat.

Memorial Day Parade. We will attempt to have a basic presence in the parade.

New Business. Peter Noddin presented a plaque for the 3080th Aviation Depot Group to past-President John Garbinski appointing him as official historian of the group. It was suggested that we approach Owls Head regarding their Pratt & Whitney radial engine. Carl Sederquist has drafted a letter to the National Guard concerning loan of their F-89.

The meeting was adjourned at 1045.

William Townsend, Recording Secretary

President's Message: April Meeting

The April meeting will be held at the museum on April 13, 2002 at 10:00 a.m. Much of the meeting will be putting together the final plans for the Grand Opening on Memorial Day. I will be looking for names of volunteers at this meeting, so come prepared.

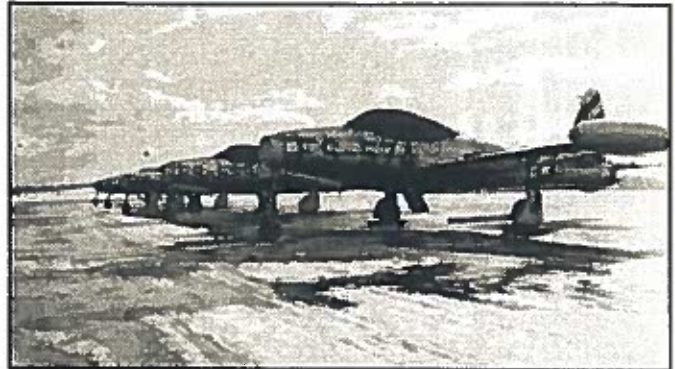
Following the meeting, Jim Evans will recall some of his past flying experiences, always a good talk. I hope to see lots of people at this meeting.

Les Shaw, President

USAF at Dow AFB, 1949



Lockheed F-80 "Shooting Star" off the runway at Dow AFB, February 12, 1949. (USAF Photo via Larry Closson)



Republic F-84B Thunderjets at Dow AFB about 1949. (USAF Photo via Larry Closson)

Sikorsky Seminar

As you can see from the ad below, Igor Sikorsky III, with his father, is again holding his very interesting seminar on the three careers of Igor I. Sikorsky, his grandfather, at his Bradford Camps in Ashland, Maine on July 19, 20 and 21.

This year's seminar is featuring a coordinated slide show and talk. They are also trying to get a Sikorsky S-38 and/or S-39 replica or restoration to fly in to the camp. This seminar is well worth attending.

Contact Igor directly for more information. I will have a few brochures at the April meeting.

TWO NIGHT SEMINAR on the THREE CAREERS of

✈ ✈ **IGOR I. SIKORSKY** ✈ ✈

Helicopter, Large Amphibian, and World's First Multi-Engined Aircraft; Lecture, Slide Show, Library, Videos, Artifacts;

Held July 19, 20, 21 at

🏠 **THE BRADFORD CAMPS** 🏠

Munsungan Lake, North Maine Woods, T-8 R-10, Maine

Enjoy the anecdotal history of a leading man of vision by his son and grandson. Enjoy some great fishing, wildlife viewing and Maine sporting camp hospitality.

I.I. Sikorsky: winter: 207-439-6364, summer: 207-746-7777

www.bradfordcamps.com

maine@bradfordcamps.com

100 LL available for float plane pilots

Mystery Solved



In the last issue we ran a photo of Henry Dingley's Waco UBF-2 (NC-13419) and asked for information. Two people thought the aircraft was red and cream, and member Andy Stinson from Enfield sent the following note:

"In regards the UBF-2 Waco, I'm not sure whether the wings and tail were cream or silver, but I think cream. However, there was a red sunburst on the wings and tail. The struts were chrome-plated. The landing gear contained an oil tank for smoke (the other gear had a gas tank for inverted flying). I was at the Aero Rendezvous in 1941 at Augusta and had a ride in it."

Thanks to Andy and all who responded.



**Aerobat
Aviation
Gallery**

LAWRENCE E. NICKERSON
2107 CARMEL ROAD NORTH
NEWBURGH, MAINE 04444

TEL. 207-234-7125

E-MAIL: aerobatflyer@uninet.net

502

The Maine Aviation Historical Society's First Book by Member

JOHN C. GARBINSKI

**The United State Air Force in Maine
Progeny of the Cold War**

8 1/2 x 11 softbound, 134 pages, 151 illustrations

Published by the Maine Aviation Historical Society

\$20.00 at the Museum or mail your order to:

MAHS Book Order Dept.

101 Monroe Ave., Westbrook, ME 04092-4020

(Please add \$3.00 postage and handling for mail orders.) 1201

Naval Auxiliary Air Facility, Lewiston, Maine

The following U.S. Navy narrative outlines the use of the Auburn-Lewiston Airport by the U.S. Navy from 1942 until January 31, 1945.
Leo Boyle, Editor

I. ORIGIN AND PREVIOUS HISTORY

Originally needed for ComEastSeaFront as an additional field for anti-submarine patrol planes and as a base for Fleet Aircraft from units in Casco Bay. The field at Auburn, Maine was chosen due to the facilities that were already available. Two reasonably good runways and an 80x100 hangar with lean-to were already in existence in early 1942.

The runways and some of the approach areas were the property of the cities of Lewiston-Auburn, Maine. However, the hangar and other facilities were privately owned. Most of the runway construction work had been done by WPA under CAA supervision and the land and buildings were taken over by the Navy by a standard CAA lease with the cities, a special lease with the hangar owners, and the balance acquired in Fee Simple. Authority was granted, and funds for the construction of this Facility were approved, by Public Law #700 on August 6, 1942 by Congress.

The Facility was originally constructed under Cost Plus Fixed Fee Contract NOY 5785 and although F.W. Cunningham was the original prime contractor during the period of construction Naval Lump Sum Contracts were awarded to Landers & Griffin, Portsmouth, N.H.; Stewart & Williams, Augusta, Maine; Lane Construction Co., Meriden, Conn.; and John H. Simonds Co., Portland, Maine. Approximately \$1,700,000.00 had been spent by January 1, 1945 with construction still continuing on several additional projects.

II. PLACE IN CHAIN OF COMMAND

1. A Naval Auxiliary Air Facility under Naval Air Station, Brunswick, Maine.
2. A component of Naval Air Bases FIRST Naval District.

III. CHRONOLOGY

1. Commissioned April 15, 1943.
2. Officers in Charge:
 Ensign E.M. McNally, USNR, Apr. 15, 1943 to May 6, 1943. (Red Hook, N.Y.)
 Lt. J.D. MacDonald, USNR, May 6, 1943 to present date. (Cambridge, Mass.)

IV. FUNCTION AND USE

The initial naval operation at the station was the arrival of approximately ten pilots from Squadrons VS-31 in the fall of 1942 who flew operational flights from Lewiston over a sector of the New England Atlantic area until about January 21, 1943, when the detachment was transferred to NAS, Brunswick. This small detachment made successful flights under the most adverse and dangerous conditions during the months when the shipping situation off the New England coast was so critical.

The months between the date of commissioning and the arrival of Royal Navy Squadron 738 on the 31st of July 1943

were spent in completing the station and putting it in readiness for this Squadron under the command of Lt. Cmdr. John D. Reed, DSC, RN who was succeeded by the present S.B.N.O. Lt. Cmdr. John P. Flood, RNVR.

Royal Navy Squadron 738 functions as the advance carrier training group for the Fleet Air Arm of the British Navy. After initial training abroad pilots arriving in this country from United Kingdom receive preliminary training under American auspices in various Naval Air Stations throughout the United States. Pilots are divided into two groups, Torpedo Bomber Pilots who receive their final training at Fort Lauderdale, Florida and Fighter Pilots who receive their final training at Jacksonville, Florida. Following completion of flight training they are assigned to NAAF Lewiston for advanced training in British flying methods and maneuvers.

The course of instruction at Lewiston, which averages two months, includes map reading, flight information, patrol formation in 4s, 8s, and 12s, simulated forced landing practices and dummy deck landings, navigation exercises over the sea, anti-submarine bombing, and night flying. Following completion of instructions at Lewiston the majority of pilots proceed to NAS Brunswick to form squadrons. In other instances pilots are trained for and proceed directly to the fleet as replacements. In the case of Torpedo Bomber Pilots, Observers and Gunners are also trained to the end of providing complete Torpedo Bomber Crews.

Synthetic Training forms a very important part of the program at Lewiston and considerable emphasis is given to gunnery and sighting problems, link trainer instruction, gunairstructor training, navigation and identification and engine operation.

For the first several months of operations TBFs and F4Fs were used. Beginning about January 1, 1944 the F4Fs were replaced by F4Us which have been used since that time. The average number of planes attached to the station has been about sixty.

The squadron numbers about fifteen instructors and enlisted personnel of 235. The majority of the enlisted personnel are engaged in aircraft maintenance, all repairs except major ones being handled at the station. Pupils under instruction vary from thirty to seventy.

V. NARRATIVE

Since the arrival of Squadron 738 at Lewiston between 250 and 300 Fighter Pilots and upwards of 100 complete Torpedo Bomber Crews have completed this phase of their flight training and have proceeded to squadrons and fleet replacements. These pilots have subsequently seen combat service in operational theatres throughout the world. Among their many missions they have figured prominently in operations against the Tirpitz in the North Sea area and the raid upon Sebang in the Far Eastern theatre. Unofficial reports clearly indicate that while Lewiston trained pilots have suffered their share of losses they have also been the recipients of their full share of decorations for outstanding and distinguished service.

"Airport," continued from page 1

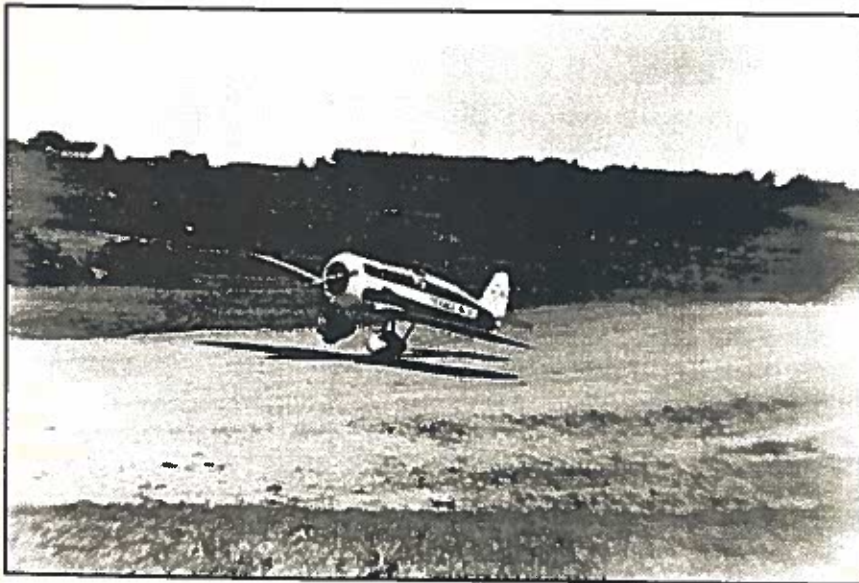
Boston and Maine Airways *Silver Albatross* on December 1, 1937. The plane was met by both Auburn and Lewiston dignitaries, including Auburn Mayor Ernest Estes, Lewiston Mayor Donat Levesque, Auburn Postmaster L.W. Haskell Jr., and Acting Postmaster Ralph Rowe of Lewiston. These officials boarded the plane and flew to Bangor and returned on that day.

During World War II the Auburn-Lewiston Airport was taken over by the U.S. Navy in conjunction with the Brunswick Naval Air Station and was utilized for training British flyers.

This view of the Auburn-Lewiston Airport shows the control tower in the foreground, with TBM Avengers and F4U Corsairs parked with their wings folded. Other aircraft are visible behind the hangar. (U.S. Navy Photo)



"Mystery Ship" Touches Down at Darling Air Field



Captain Frank Hawks flies into the Darling Air Field (Youngs Corner), Auburn, Maine on Sunday, August 2, 1931. He was flying the very famous 1929 Travel Air Model R "Mystery Ship" NR1313, Texaco No. 13.

(Ellis Roakes Photo via Norm Houle)

12/02



Donald Godfrey
Senior Loan Officer

(207) 879-4044, ext. 158

Toll Free:

(877) 472-LOAN (5626)

*You are cleared for the
Allied Approach . . .
to Mortgage Financing!*

*Mortgage loans throughout
Maine, New Hampshire
and Massachusetts*



INVESTIGATIONS

PROCESS SERVICES

C. PETER MARINI

PRIVATE INVESTIGATOR
NOTARY PUBLIC

LICENSED and BONDED

TEL/FAX: 207-990-3463

MEMBER OF U.S. PROCESS SERVERS ASSOCIATION

302

Upcoming MAHS Meetings

✈ ✈ ✈ 2002 — 2002 — 2002 — 2002 — 2002 ✈ ✈ ✈

- April 13 10 a.m.MAHS Meeting, Maine Air Museum, Bangor, Maine
 May 11 10 a.m.MAHS Meeting, Maine Air Museum, Bangor, Maine
 May 27, 30, 6/1 .. All Day GRAND OPENING, Maine Air Museum, Bangor, Maine
 July 6-7 10 a.m.'50s and '60s Meet and Antique Acroplane Show, Owls Head Transportation Museum, Maine
 July 13 10 a.m.MAHS Meeting, Maine Air Museum, Bangor, Maine
 August 10 10 a.m.MAHS Meeting, Maine Air Museum, Bangor, Maine
 August 10-11 10 a.m.Transportation Spectacular and Aerobatic Air Show, Owls Head Transportation Museum
 Sept. 13, 14, 15 .. All DayInternational Seaplane Fly-In, Greenville, Maine
 Sept. 14 10 a.m.MAHS Meeting, Maine Air Museum, Bangor, Maine

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.

Welcome New Members

423. **Don Hanson**
 P.O. Box 8, 3 Square Road
 Palmyra, ME 04965 207-487-6649
 dhanson@midmaine.com
424. **Richard E. Huff**
 71 Graham Street
 Biddeford, ME 04005-3232 207-282-5609
 rickhuff@prexar.com

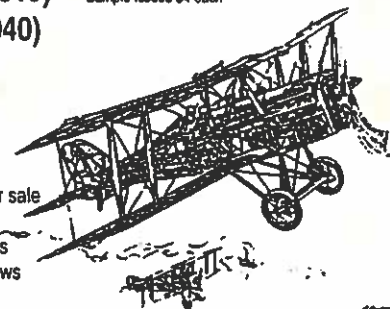
Got E-Mail?

Don't forget to send us your e-mail address if you want it listed in the *Dirigo Flyer*. It's a great way to keep in touch with other members, share information quickly and stay current on aviation issues and happenings.

WWI AERO (1900-1919) SKYWAYS (1920-1940)

Sample issues \$4 each

- historical research
- workshop notes
- information on paint/color
- aeroplanes, engines, parts for sale
- your wants and disposals
- information on current projects
- news of museums and airshows
- technical drawings and data
- photographs
- scale modelling material
- news of current publications



BUILD ONE! A REAL ONE!

Sole distributors for P3V, a computer program to generate a 3-view from a photograph.
 Published by: WORLD WAR I Aeroplanes, INC.
 15 Crescent Road, Poughkeepsie, NY 12601 USA (845) 473-3679

1202

MAHS DONATION / PLEDGE FORM

Name _____

Address _____

Check/cash for \$ _____ enclosed
 (payable to Maine Aviation Historical Society)

I/We commit to complete this pledge as follows:

I/We pledge to the MAM/MAHS
 the sum of: \$ _____



Signature _____

Date _____

2001 (month) _____ (amount) _____

2002 (month) _____ (amount) _____

2003 (month) _____ (amount) _____

All contributions to the Maine Aviation Historical Society are tax deductible to the extent allowed by law.

- | | |
|---|--|
| <input type="checkbox"/> Building Fund | <input type="checkbox"/> Aircraft Fund |
| <input type="checkbox"/> Education Fund | <input type="checkbox"/> Library Fund |
| <input type="checkbox"/> Endowment Fund | <input type="checkbox"/> General Fund |

Mail to: Joseph Quinn Treasurer, MAHS
 107 Pember Road
 Levant, ME 04456-4317

GENERAL AVIATION

Satellite COMMUNICATIONS



SATTALK II

PUBLIC TELEPHONE SERVICE AND E-MAIL DATA
WHILE AIRBORNE - FROM ANY POINT ON THE GLOBE



AIRSAT 1

IRIDIUM™

QUEST

TELECOM INTERNATIONAL, LLC
www.questele.com

203

89 Main Street, Suite 1, Ellsworth, ME 04605
866 664 0122 - 207 664-0122 - info@questele.com

Aviation Artifacts

★ BOUGHT & SOLD ★

Military • Airline • Civilian • WWI through the Jet Age

Paying Cash For: Helmets, flight suits, uniforms, jackets, wings, patches, maps, books, flight manuals, aircraft parts and instruments, photographs, parachutes and survival gear. If it has something to do with aircraft — I buy.

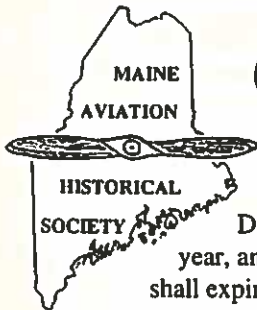
Miller's Field
store open
by appointment
vintagewings@cs.com



John Miller
115 North Road
Newburgh, ME 04444
(207) 234-2777

502

MAINE AVIATION HISTORICAL SOCIETY MAINE AIR MUSEUM • MEMBERSHIP FORM



2002

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

Name _____

Address _____

City, State, Zip _____

Special Interests _____

E-mail
Phone _____

Membership	Dues	Benefits
Regular	\$25 annual	Newsletter, Decal, Museum Admission
Family	\$35 annual	Newsletter, Decal, Museum Admission
Corporate	\$100 annual	Newsletter, Decal, Museum Admission
Supporting	\$100 annual	Newsletter, Decal, Museum Admission, 4 Free Passes
Lifetime	\$500*	Newsletter, Decal, Lifetime Membership Number, Museum Admission, 10 Free Passes
* (2 annual \$250 payments)		

Membership	Dues	Benefits
Regular	\$25 annual	Newsletter, Decal, Museum Admission
Family	\$35 annual	Newsletter, Decal, Museum Admission
Corporate	\$100 annual	Newsletter, Decal, Museum Admission
Supporting	\$100 annual	Newsletter, Decal, Museum Admission, 4 Free Passes
Lifetime	\$500*	Newsletter, Decal, Lifetime Membership Number, Museum Admission, 10 Free Passes
* (2 annual \$250 payments)		

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

April Meeting

Saturday, April 13, 2002

10 a.m.

Maine Air Museum
Bangor, Maine