

DIRIGO FLYER

Vol. XI, No. 8 August 2003

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/

August 9th Meeting

The August 9th meeting is shaping up as a most exciting one. Note that the members' meeting is to be held at 9 a.m., an hour earlier than usual because of the museum being open to the public at 10 a.m. After the members' meeting, at 10 a.m., our featured speaker will be MSgt. William Gray (Ret.) who was a tail gunner with the 42nd Bomb Wing at Loring AFB in both the B-36 and B-52 eras. He was a crew member aboard the only B-36 to crash in Maine. His story should be a most interesting one.

In the afternoon, we will take a drive and a short hike to the site of the F-84B crash in Dedham for a memorial dedication.

The Accident

Lt. Hawes, of the 49th Fighter Squadron, was in the process of transitioning to the newly arrived "P-84Bs." He had nearly 200 hours in P-80 "Shooting Stars" but only nine hours in the P-84. He had been married only the month before. The flight was scheduled to last one hour forty-five minutes and was to be for the purpose of high altitude transition in the "transition training" area, a triangle between Bangor, Rockland and Augusta. The high winds aloft (more than 60 knots) apparently pushed the aircraft out of the area without the pilot becoming aware until he could see an unfamiliar coastline to the east.

He called Dow for a homer "fix" and was given a bearing on the field. He stated that he had marginal fuel remaining to make the base. Shortly thereafter, he oriented himself over the Deblois Bombing Range which had a gravel landing strip. The tower office advised him to land at Deblois.

At this time several P-84 pilots aloft began talking to Hawes on the radio. One recommended that he retard this throttle setting and head for Dow. Hawes returned to his bearing on Dow and was intercepted by a P-84 from the 37th Fighting Squadron near Graham Lake. There were severe winds from the west and it was soon apparent that Hawes



Lt. Hawes

could not make the runway at Dow. As they approached Route 9 near Clifton, the other pilot advised him to bail out or find a place to belly land. Hawes set up a downwind leg on a large field near Archer's Corner in Amherst and turned on base leg as his fuel ran out. The aircraft's sink rate was too great and the aircraft struck a small knoll, a mile short of the field, breaking up and killing the pilot.

The Crash Site

Continuing our efforts to preserve historic crash sites and erect memorials to those who lost their lives, MAHS will conduct its first 2003 crash site hike and memorial dedication following the August membership meeting. In the afternoon, we will drive and take a short hike to the site where First Lt. Hawes, a graduate of West Point in 1945, lost his life on the afternoon of Thursday, April 22, 1948 when the P-84B Thunderjet he was flying crashed near Chick Hill in Amherst.

The jet transition era brought with it a host of engineering and human performance challenges. These ranged from fuel consumption issues, structural failures due to unanticipated loading, faulty engines, high landing speeds and long takeoff runs, to simple lack of test instruments and spare parts to properly maintain the new aircraft.



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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 Meeting Updates July 12, 2003

MAM Board of Directors Meeting

The meeting was called to order at 1010 hours on 12 July at the Maine Air Museum.

Guest Seth Aylmore spoke about the planned film for PBS about 100 years of flight in Maine. A copy of the film research project was passed out. Funds for this project would come to the Maine Air Museum and we would then pay for the film production. There was concern about how much bookkeeping would be involved since all of our staff are volunteers.

Guest Betty Duff spoke on fundraising and planning. The Maine Humanities Council will provide basic funding for work projects. They will fund an oral history project with money going toward the display of the material produced. She described the basic concept of the project, what role the materials will play in humanities research in the future, and proper storage of the materials.

A summary of the special board of directors meeting that was held on 6/24 was presented by Carl Sederquist.



MAHS Monthly Membership Meeting

The July meeting of the Maine Aviation Historical Society was called to order by Vice President Les Shaw at 0900. Eighteen members and guests were present.

The minutes of the June meeting were accepted as published in the *Dirigo Flyer*. Leo Boyle reported that we currently stand at 176 members.

President's Report: None due to President Noddin being absent.

Museum Report (Cornett): A wish list has been produced. The "door panel" display has been built and will be used to cover displays of pre- and post-WWI and WWII aviation.

Fundraising Report (Sederquist): Brick orders have come to a standstill. We have eight ready to be produced. Planning is underway as to how to set up the memorial walkway. A grant application to the Dexter Fund has been submitted.

Physical Plant Report (Cormier): Al has brought up some sheet metal tools and a welder. The lawn tractor is being worked on and will be ready for the rest of the season.

Hike Report: The Amherst F-84 site will be visited after the August meeting. Planning is underway for an October hike to the B-18 site.

Aircraft Acquisition Report: There has been no response from the Wisconsin group that was offering 3/4 scale aircraft to museums.

Old Business: Scott Grant will be putting on an MAHS display at Rochester, NY Oscar Blue noted that the September Ford display is still on. He requested 15 minutes of time at the August meeting to bring people up-to-date on the event.

Adjournment: The meeting was adjourned at 0950.

William Townsend, Secretary

"Crash Site," continued from page 1

The runways at most WWII era fields, like Bangor's Dow Air Force Base, were marginal in length for the new high speed aircraft. To make matters worse, engineers had not anticipated the increased engine performance in cold Maine seasons, making much of the landing data in the manuals incorrect. These factors all combined to make the P-84/F-84 the second most often crashed military aircraft in Maine history. There were a total of 23 "major" F-84 mishaps, all but one was an aircraft of either the 14th Fighter Group (ADC) or 407th Strategic Fighter Wing (SAC) from Dow AFB. Five pilots lost their lives in F-84 mishaps in Maine. Lt. Hawes was the first.

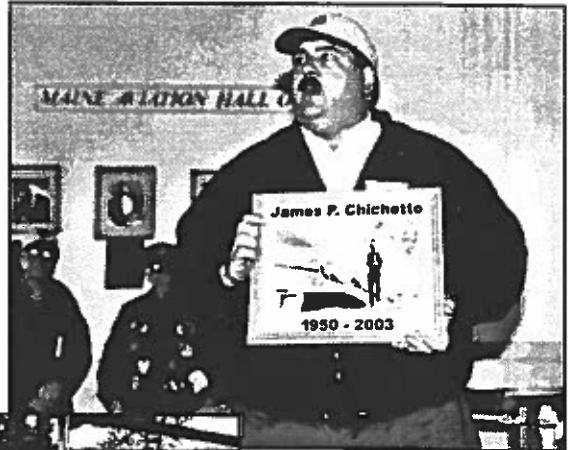
— Peter Noddin

Opening Day at the Maine Air Museum — Catch the Excitement!

Here's a glimpse of Opening Day excitement at the Maine Air Museum. But don't take our word for it ... come see for yourself!
 Photos by Mike Cornett



Honoring Jim Chichetto (left) are Jim Jr. and his fiancé Lisa; sisters Carol and Mary Chichetto; and longtime friend Gail Kennedy.



(above) Peter Noddin holds photo of Jim Chichetto to be displayed in "his" office.



(left) A couple of visitors enjoy the Scorpion helicopter.



(left) President Peter Noddin presents Maine crash sites.

(below) Speaker Ed Armstrong makes a case for *The White Bird*.



Speaker and founding member Leo Boyle (above) addresses Maine's aviation heritage.

(left) Bill Townsend speaks about launching a teacher in space.



We Still Need Volunteers

We still need volunteers to work in the museum! We need people to work on our engine displays, touch up and production of historical displays, office work, computer filing, and, of course, yard work. We also need a serious model builder to assist in repairing, cleaning and constructing models, dioramas and other displays. To volunteer, call 1-877-280-MAHS. Link to the following site to view the volunteer schedule and to check for dates on which we need help:

MaineAirMuseumvolunteerschedule.org

MUSEUM HOURS

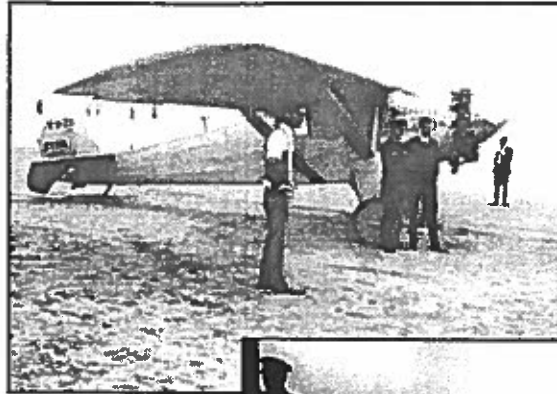
Saturdays	10 a.m. to 4 p.m.
Sundays	12 noon to 4 p.m.

MUSEUM ADMISSION

Adults	\$2.00
Children Under 12	\$1.00
Families	\$5.00

Lindbergh at Old Orchard Beach

Stu Chipman of Pittsfield, Massachusetts sent copies of these photos of Charles Lindbergh and "The Spirit of St. Louis" at Old Orchard Beach, Maine when he landed there on July 24, 1927. He was on the start of his nationwide tour, sponsored by the Guggenheim Foundation, and was unable to land at the new Portland Airport in Scarborough due to fog. A break in the fog enabled him to slip in to the beach. These photos were taken by Stu Chipman's father who happened to be in Old Orchard Beach at the time.

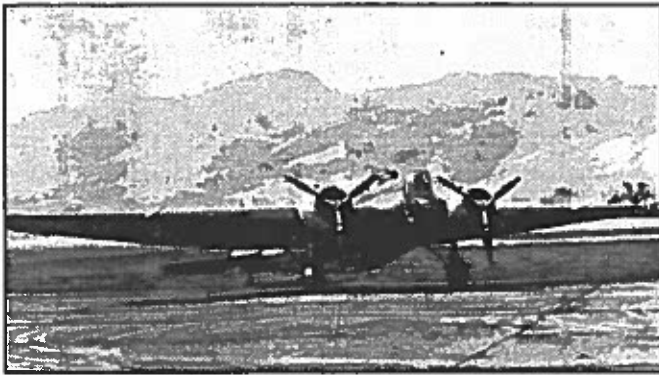


July 24, 1927



Adding to Our Photo Collection

A sampling of some photos donated to the Maine Air Museum by Larry Closson from his Hawaii years in the USAAC.



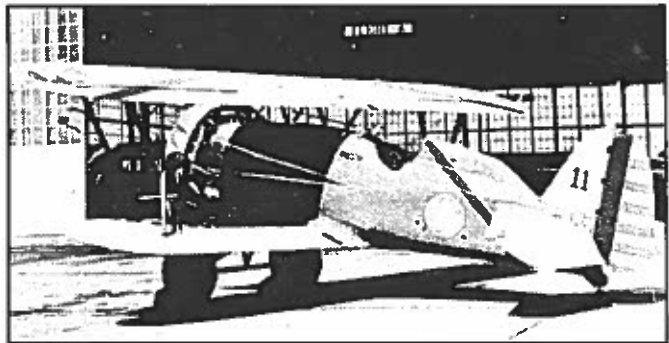
Martin B-12



Curtiss P-36



Boeing P-26 "Peashooter"



Boeing P-12F



Douglas P-38E



Douglas B-18 Bolo

Israeli Air Force Visits Bangor

An Israeli Air Force tanker, converted from an ex-El Al Airline 707 at Bangor International Airport last month.
(Mike Cornett Photo)



Buy a Brick and Support the Maine Air Museum

The Maine Air Museum is proud to announce the new Memorial Pathway Program. Here's how it works:

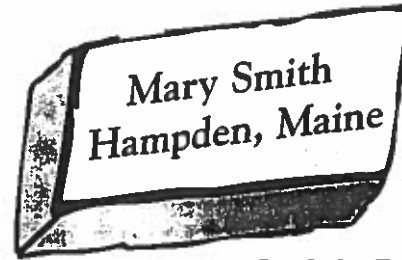
To successfully carry out and reach the museum vision, and to refurbish building 98, the Maine Air Museum needs the financial support of business and public community leaders and individual private citizens. Your interest in preserving the rich Maine aviation history will require funding presently not available to the museum effort. To this end, the museum board has established the following contribution plan for receiving your monetary donation and recognizing your gift permanently in the museum pathway and wall of honor. Remember: your donation is fully deductible.

★ Stratocumulus Member (Sc) — \$100 Donation

Entitles the gift giver to a one-year membership and two-year museum pass and a benefactor's engraved 4"x8"x2.5" red clay brick with up to two lines (14 characters/line, .65" high) of commemorative text in the name of the gift giver or his/her memorial to others. Brick to be installed on the museum grounds, walkway or building facade.

★ Altostratus Member (As) — \$150 Donation

Entitles the gift giver to a two-year membership and three-year museum pass, copy of The United States Air Force in Maine, and a benefactor's engraved 4"x8"x2.5" red clay brick with up to two lines (14 characters/line, .65" high) of commemorative text in the name of the gift giver or his/her memorial to others. Brick to be installed on the museum grounds, walkway or building facade.



See Order Form on Page 7

★ Altocumulus Member (Ac) — \$250 Donation

Entitles the gift giver to a five-year membership and five-year museum pass and a benefactor's engraved 4"x8"x2.5" pearl gray marble brick with up to two lines (14 characters/line, .65" high) of commemorative text in the name of the gift giver or his/her memorial to others. Brick to be installed on the museum grounds, walkway or building facade.

★ Cirrus Member (Cj) — \$2500 Donation

Entitles the gift giver to life membership status and a benefactor's engraved three foot white marble setting bench with one line (27 characters/line, 2" high) of commemorative text in the name of the gift giver or his/her memorial to others. Bench to be installed in the museum building or on the museum grounds.

The Maine Air Museum is wholly owned and operated by the Maine Aviation Historical Society.

1203



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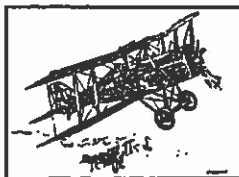


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Catch the Excitement !!

Upcoming MAHS Meetings

✈ ✈ ✈ 2003 — 2003 — 2003 — 2003 — 2003 ✈ ✈ ✈

August 9 10 a.m. MAHS Meeting, Maine Air Museum. Bangor, Maine.

F-84B Crash Site Hike and Memorial Dedication, Dedham, Maine.

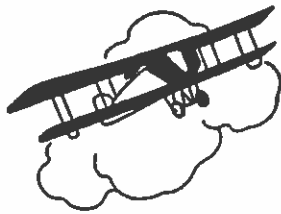
Aug. 15-16-17 All Day Centennial Celebration, Skyhaven Airport, Rochester, NH (www.ossipeeaviation.com)

Aug. 30-31-Sept. 1 ... 10 a.m. Labor Day Gathering of Fords; the 100th Anniversary of Ford Motor Co.

Sept. 4-7 All Day Greenville International Seaplane Fly-In, Greenville, Maine

Sept. 13 10 a.m. MAHS Meeting, TBA

MAHS meeting sites and programs are flexible. Call Les Shaw at 1-877-280-MAHS if you have any ideas or if you can help.



Labor Day Weekend at the MAM

2003 is the 100th anniversary for the Ford Motor Company, and Ford is going all out to celebrate, but to our knowledge nothing is happening in Maine.

So Oscar Blue (MAHS #3) says, let's have our own 100th birthday party for the Ford Motor Company and bring public attention to our own new Maine Air Museum by having a display of antique Fords and telling the story of Ford's involvement in aviation on Labor Day weekend (August 30-September 1) at the museum.

Members and friends will be allowed to display their antique Ford Motor Company vehicles (25 years old or older) inside the compound for the whole weekend. The public can be invited to bring their antique Fords on Sunday. We will be arranging a display of Ford's involvement in aviation for inside the museum. This involves the Ford Tri-Motors, the Ford Flivver and their production of B-24s and Pratt & Whitney engines in World War II.

We would welcome anyone who wants to volunteer for this display.

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Please submit this information with your tax-deductible 501(c)3 contribution to MAM Memorial Brick Fund c/o Carl Sederquist, 19 Lincoln Lane, Surry, Maine (ME) 04684. You will be mailed an acknowledgement and a copy of the engraving text proof.

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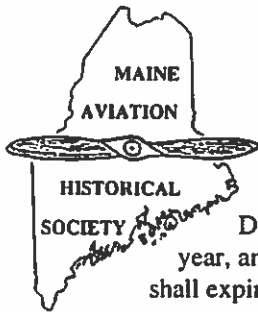
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Newsletter, Decal, Museum Admission
Newsletter, Decal, Museum Admission, 4 Free Passes
Newsletter, Decal, Lifetime Membership Number, Museum Admission, 10 Free Passes

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

August Meeting

August 9, 2003

9 a.m.

Board Meeting to follow

Maine Air Museum

Bangor, Maine