

DIRIGO FLYER

Vol. XII, No. 7 July 2004

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 www.maineairmuseum.org

Editor's Note • Editor's Note • Editor's Note • Editor's Note

By Leo Boyle

After over ten great years of enjoyment editing the *Dirigo Flyer*, I will be resigning as of the end of this year. It is definitely with mixed emotions that I have arrived at this decision.

However, with my own health problems compounded by the need to care for my wife, I find that I cannot do the job I want to do for the Society and the museum. It never hurts to bring in new blood and gain a fresh outlook on things, and ten years is enough for one person to handle this position.

The position entails gathering the material and pictures to make the newsletter interesting to all. With the growing resources and membership of the museum, there are greater resources to call upon. In addition, there is layout, which I have had someone do for me; labels, which Norm Houle has done in the past; printing, which I contract out; and mailing, which Diane Parker helps me with. These items are all subject to change depending upon the new editor and his/her location.

It's been a great job. You meet interesting people, members and others. You get to know everyone. You learn a lot about Maine aviation history, and you are involved in all the events of the Society.

I will be available to help the new editor through the rest of this year. If you are at all interested, please contact me (see contact info below) or any member of the Board of Directors. It has been my pleasure serving you all for the past decade.



Founding member and newsletter editor Leo Boyle.

Leo Boyle
101 Monroe Avenue
Westbrook, Maine 04092-4020
207-854-9972 e-mail: pshaw@maine.rr.com

Dirigo Flyer Editor

How things Change: 2004 Update

Editor's Note: Jim McCarthy's cover story, "How Things Change" in the June issue, about mistakenly landing a Cessna 120 at the Canadian military airfield in 1950, proved to be prophetic. The following Associated Press story from the Bangor Daily News (6/21/04) shows how much things really have changed.

ST. PAUL, Minn. — A Northwest Airlines flight that was headed to Rapid City, SD landed a few miles off course at Ellsworth Air Force Base, and passengers had to wait in the plane for more than three hours while their crew was interrogated.

Passengers on Northwest Flight 1152, an Airbus A-319 from St. Paul, expected to be welcomed to Rapid City Regional Airport on Saturday, but after about five minutes they were told to close their window shades and not look out, said passenger Robert Morrell.

"He [the pilot] hemmed and he hawed, and he said, 'We have landed at an Air Force base a few miles from the Rapid City airport, and now we are going to figure out how we're going to get from here to there,'" Morrell told the *St. Paul Pioneer Press* by cell phone during the delay Saturday.

Eventually, the captain and first officer were replaced by a different Northwest crew for the short hop to the right airport.

Northwest confirmed that the crew made an "unscheduled landing."

Newsletter Editor: Leo Boyle

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

Peter Noddin (#295)
 East Millinocket, ME 04430
 207-746-5166
 e-mail: petef86a@midmaine.com

Vice President

Leslie Shaw (#331L)
 Brewer, ME 04412
 207-989-4168
 e-mail: les_shaw@umit.maine.edu

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@adelphia.net

DIRECTORS

Michael Cornett (2004) #321L
 Ed Armstrong (2004) #166L
 Peter Noddin (2006) #295
 William Townsend (2006) #101L
 Leslie Shaw (2006) #331L
 Leo Boyle (2005) #2L
 Carl Sederquist (2005) #218L
 Alfred Cormier (2005) #196
 Joel Gopan (2005) #402
 Joseph Quinn (2004) #377
 Richard Johnson (2006) #216

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 Maine Air Museum Monthly Members Meeting · June 12, 2004

Presiding Officer: Vice-President Les Shaw.

Recording Secretary: Bill Townsend. Report printed in the *Dirigo Flyer*. Voted to accept the report as read.

Membership: Leo Boyle. 162 members and we need to work on getting more.

Museum: Mike Cornett. Talked about what is and has been done since the last meeting. John Miller talked about the Acro Sport that was sold by him for the MAHS/MAM on e-bay. Thanks to John and Frank Schroeder. Update on how we are working on a new display for general aviation and the International Seaplane Association.

Physical Plant: Les Shaw talked about the grass mowing that he and Jim Nelligan have been doing. That we have a new hand mower donated by Bob Umberger. Thanks, Bob.

Old Business:

- Leo talked about the Sperry Messenger that has been offered to us and what it needs to complete it. Bob Umberger's suggestion is to contact the NorthEast Aero School to see if they will take it on.
- Leo Boyle will resign as editor of the *Dirigo Flyer* as of January 1, 2005. A big thank you, Leo, for a job well done! As you can see, we will need help editing the newsletter soon. Leo is willing to work with the volunteer/s to help them learn how he makes the *Flyer*. E-mail him if you can help at pshaw@maine.rr.com. This newsletter is the lifeline to our members, so we need to keep it going.
- Bob Umberger talked and showed pictures about the Sanford Fly-In and how he and Scott Grant have and will take the MAHS/MAM mission to the fly-ins in the southern part of the state. Bob also talked about his trip to the Aviation Museum of Kentucky.
- End of business meeting: 11:15 a.m.

Program: Rick Alexander talked about what has been done and will be done in the future with the program part of our members meeting.



Summer Excitement

With summer comes excitement — not only the great planes coming and going but great new exhibits to enhance the museum for our visitors. There is something for everyone to do and enjoy, so sign up now to volunteer and bring some excitement into *your* summer!



We're Open!

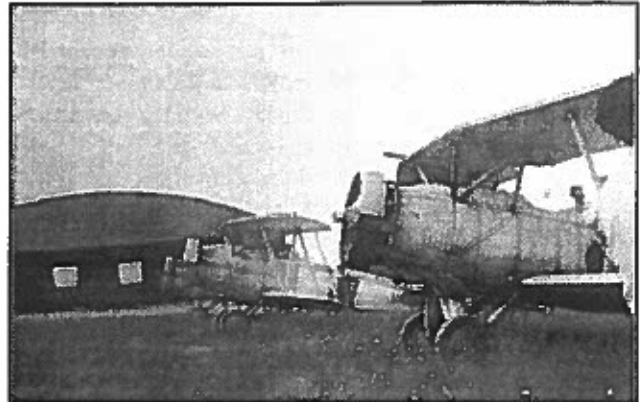
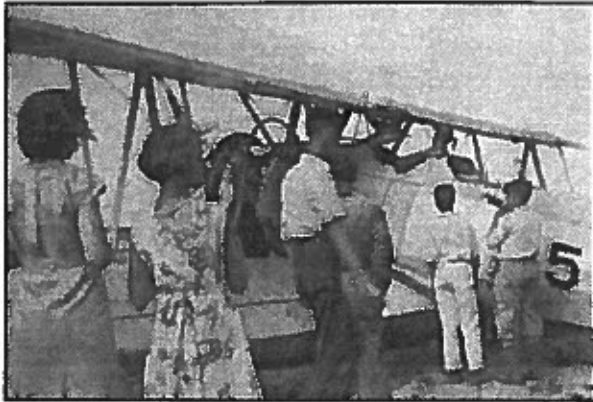
The Maine Air Museum is open for the season as of May 29, 2004.

We will be open Saturdays from 10 a.m. to 4 p.m. and Sundays from noon to 4 p.m.

Please see Les Smith or Ed Armstrong to volunteer for some shifts at the museum → where the planes fly by!

Before the Museum: Five Mysteries Solved

Editor's Note: Don Godfrey identified four of the pictures in last month's "Before the Museum" photo feature. The Torpedo Bomber was a Martin T4M-1. Thanks, Don.



By Don Godfrey

According to my father, the four photos of the military aircraft that appeared in the June *Dirigo Flyer* were taken in July or August of 1934 at Godfrey Field, Bangor. My uncle, Lt. JG Rawson Godfrey, USNR (son of Edward R. Godfrey) was pilot of one of the Curtiss Helldivers pictured. A total of five or six made the training trip from Floyd Bennett Field in New York, along with the larger torpedo bomber pictured, and a Curtiss Fledgling, also in one of the pictures. The Fledgling, a slower training airplane, arrived later as it was slower.

The squadron was commanded by Capt. Tommy Tomlinson, who later became a senior manager at TWA.

This trip to Bangor marked the end of the squadron's two week active duty. They chose Bangor at the suggestion of Godfrey and the mission included a banquet at Lucerne Lake, the bill for which identified the drinks served as "buffet" so that none of the pilots would get in trouble!

I possess an aerial photo by Arthur McHale of Godfrey Field during this visitation, showing not only the Navy aircraft on the field but also a Boston-Maine Stinson Tri-Motor and several locally based airplanes — and a sizeable group of people who came out to see the spectacle.

A Stranger No More ...

Member Richard Averill identified the man on horseback as George Lewis Dyer.



The Cost of Freedom: Maine's Military Crash Sites

*Editor's Note: President Peter Noddin has written an excellent article, *The Cost of Freedom: Maine's Military Crash Sites*, just published in the Summerguide Vol. 19, No. 4 of *Portland* magazine now on the newsstands. Peter highlights five crash sites and delivers an important message. Excerpts below:*

More than 350 major military aircraft accidents occurred here in Maine between November 1941 and October 1989. About 160 of these were off-base crashes, with the remainder occurring on or near the runway. Over 120 American, Canadian, and British Commonwealth aircrew have lost their lives in the fields, forests, and waters of Maine. A handful of British Commonwealth aircrew as well have found their final resting places in military and municipal cemeteries in Maine. Another 11 were never recovered and remain interred at crash sites here

...

Visiting a crash site is a very emotional experience — the elements of air, earth and fire suddenly come together with tragic results, evoking great feelings of grief in me as well as

great feelings of patriotism and respect for the unsung military crews who lost their lives.

...

As many American aircrew died in training accidents state-side in World War II as died in combat. These fliers, and those who followed in the Cold War, were young, earnest, and serving their country with honor when their lives were cut short by sudden catastrophic events. Standing at the site of one of these mishaps seems a strange pastime for an amateur historian, but it is an important part of telling their stories for future generations. Standing among the wreckage and reflecting on the events, the crew, and the families left behind will give you a new perspective on the lesson that freedom isn't free.



Piper L-3 U.S. Army liaison aircraft serial #43-1691 (photo wrong) based at Dow AAF from October 1942 to August 1944, assigned to the North Atlantic Wing of the Air Transport Command, now owned by Tom Murray of Rockford, Illinois. See his e-mail (reprinted at right) and try to help him out.

Information, Please

Dear MAHS/MAM:

I am interested in learning the history of Dow AFB and its assigned units during this period and how they might relate to my airplane. I would also be interested in obtaining copies of any photos of the base and its activities from this period.

Especially desired would be any information and/or photos of regarding L-3 aircraft at Dow.

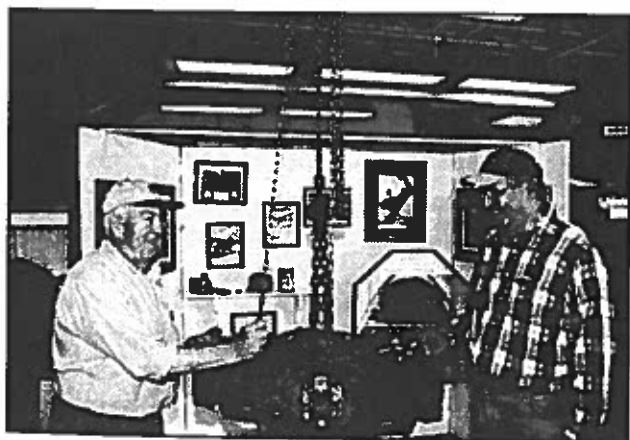
I have included a picture of the aircraft as she appears today. Note, in the picture the last two digits of the Army serial number are backward.

Sincerely,

Tom Murray
2420 Harlem Blvd.
Rockford, IL 61103

815-964-8610
hiwheel@sbcglobal.net

See What's Happening at the Maine Air Museum



Al Cormier and Jim Nelligan working on a Franklin engine mount.



The Acro Sport getting ready for delivery. (Mike Cornett Photos)



Memoirs: With An Angel By My Side

by Alfred Cormier

Alfred Cormier, longtime member of the Maine Aviation Historical Society and the Maine Air Museum, has just published his memoirs entitled, With An Angel By My Side.

It all starts on a hot sunny day in August 1934 when he had his first flight in a Boston & Maine Airways Stinson SM-6000 tri-motor with his mother. It was many years later before he found out that the lady pilot on his first flight was Amelia Earhart! He joined the Army Air Corps while a student at the University of Maine. After completion of single and twin-engine training, Al was shipped out to Kunming, China. An exciting life in combat flying transports was followed by a stint flying VIP generals around the United States, equally exciting and more fun.

Upon discharge, Al returned to the University of Maine. He joined the Reserves, transferred to the Air Guard, and flew P-47s as well as C-47s. A most interesting and exciting book, one you should own and enjoy. Now available at the museum for \$16.00 or by mail for \$20.00. Buy yours now before they are gone.

Leo Boyle, Editor

This excerpt is from Chapter 12:

September was a busy month with numerous trips to Luliang and Kwelin. I found myself landing late in the evening at Kwelin one day and, in our rush to get to the mess hall, I left my gear, including my camera and field glasses, hanging in the cockpit. That night, we were visited by Japanese bombers who littered the field with "daisy cutters," small anti-personnel bombs, and one lit on the nose of our plane and burned it back to the wings. We had been awakened in time to make our way to the caves that had been dug into the hills as bomb shelters. Mine was the only one hit so while I waited for another plane, I joined a crew that was going to drop supplies to the Chinese troops defending Hengyang a hundred and sixty miles up the valley that ran a thousand miles to the sea. We had several fighter bases along this valley and the Japanese were pushing from both ends to eliminate them.

This was going to be a night drop and the planes went over singly to make their one pass. We had never trained for such a mission but this was an emergency and trained units were not available. As soon as one plane returned, the other took off. While I waited with the rest of the crew, I gazed up into the heavens and was enthralled by the numerous stars forming a brilliant canopy overhead. The sky seemed to be full of them and they cast an eerie light around us.

Finally, it was our turn to make the drop and we headed up the valley. There was little conversation as we concentrated on locating the city and avoiding the surrounding hills. As we approached Hengyang, the city was in flames. We dropped our bundles where we thought the Chinese defenders were. As the bundles were kicked out of the door, a static line opened the parachute that was attached as soon as they cleared the plane. We could spot the flashes from the gun barrels that sought to bring us down but only one found its mark and that did little damage. After the drop, we headed back to Kwelin for a tricky night landing guided only by smudge pots along the runway.

We never knew if our supplies helped; Hengyang fell to the Japanese the next day. It would now be time to evacuate Kwelin and Luichow before the Japanese advanced up and down the valley.

-NEW-BOOK-NOW-AVAILABLE-AT-THE-MUSEUM-

Memoirs: With An Angel By My Side

by Alfred Cormier

*His flying life as told by Al, member of MAHS/MAM
and member of the Board of Directors.*

\$16.00 at the museum

\$20.00 by mail

See What's Happening at the Maine Air Museum



Bob Umberger and Scott Grant at Sanford Airport Fly-In, 6/6/04.



The 49th Fighter Squadron reunion at the museum.

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:

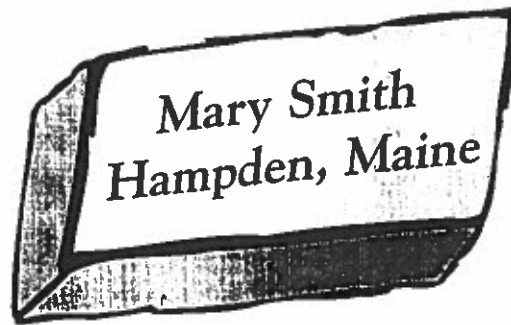
To successfully carry out and reach the museum vision, and to refurbish building 98, the Maine Air Museum needs the financial support of business and public community leaders and individual private citizens. Your interest in preserving the rich Maine aviation history will require funding presently not 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.

WWI AERO	SKYWAYS
1900 to 1919	1920 to 1940
BUILD ONE! A REAL ONE!	
OUR TWO JOURNALS <ul style="list-style-type: none"> • information on current projects • news of museums and air shows • technical drawings and data • aeroplanes, engines, parts for sale • scale modelling material • your wants and disposals • news of current publications • information on paint and color • photographs • historical research • workshop notes 	SERVICES WE PROVIDE <ul style="list-style-type: none"> • early technical books, magazines • copies of original drawings, manuals • assistance in locating parts, information • back issues of the two Journals • donated copies of early aviation books • a world-wide networking service
SAMPLE ISSUES @\$4 + \$3 postage	
FREE BACK ISSUE FOR NEW SUBSCRIBERS: MENTION THIS AD! WORLD WAR I Aeroplanes, INC. 15 Crescent Road • Poughkeepsie, NY 12601 USA • 845-473-3679	

The Maine Aviation Historical Society's First Book by Member

JOHN C. GARBINSKI

The United States 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 (plus \$3.00 postage and handling)

MAHS Book Order Dept.
101 Monroe Ave., Westbrook, ME 04092-4020

1204

Join the MAHS Today and Catch the Excitement !!

Upcoming MAHS Meetings and Events

✈ ✈ ✈ 2004 — 2004 — 2004 — 2004 — 2004 ✈ ✈ ✈

- July 3-4 All Day Antique Aeroplane Show, Owls Head Transportation Museum, Owls Head, Maine.
 July 10 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.
 August 7-8 All Day Aerobatic Spectacular, Owls Head Transportation Museum, Owls Head, Maine.
 August 14 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.
 August 21-22 All Day Skyhaven Airshow '04, Ossipee Valley Aviation, Rochester, NH.

Welcome, New Members

463. **Frank Mullinax (49th FS)**
 810 Mississippi Avenue
 Chattanooga, TN 37405
464. **Paul R. Scoskie (49th FS, PIAFB)**
 13105 SW 105 Place
 Miami, FL 33176 paul5762@aol.com
465. **Charles L. Foss**
 859 Tibbetts Town Road
 Columbia Falls, ME 04623 207-483-2490

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. To check the dates on which we need help, link to:

MaineAirMuseumvolunteerschedule.org

✈ ✈ ✈ **COME JOIN US and CATCH THE EXCITEMENT** ✈ ✈ ✈

Join the Maine Aviation Historical Society Today

Help Preserve Maine's Aviation History for Tomorrow

For more information, call 207-941-6757 or 1-877-280-MAHS (in state)

or check out our NEW web site at www.maineairmuseum.org

ORDER FORM FOR "BRICK" FOR MAINE AIR MUSEUM

First Name _____ Last Name _____ MI _____

Address _____

Donation Level: Cj Ac As Sc

Text for laser engraving: _____

Credit Card Information: AMEX M/C VISA Paid by Check #

Name on Card _____ Card # _____ Exp. Date _____

Card Holder Signature _____ Date _____

I am interested in a grant or matching grant contribution of \$ _____

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.

THE MAINE AIR MUSEUM IS FULLY OWNED / OPERATED BY THE MAINE AVIATION HISTORICAL SOCIETY

GENERAL AVIATION

Satellite COMMUNICATIONS



SATTALK II

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



AIRSAT I

IRIDIUM™



TELECOM INTERNATIONAL, LLC
www.questele.com
1204

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

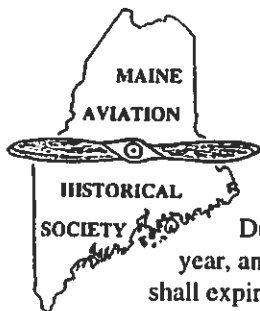


John Miller

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

1204

MAINE AVIATION HISTORICAL SOCIETY MAINE AIR MUSEUM • MEMBERSHIP FORM



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)		

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

July Meeting

July 10, 2004

10 a.m.

Maine Air Museum
Bangor, Maine