

Dirigo Flyer

Newsletter of the Maine Aviation Historical Society
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November – December 2008

President's Message.

As you receive this end of year issue, I first want to extend my thanks to those few members that once again dedicated so much of their time and talents throughout 2008 in making the organization and museum even better. Second, I applaud the incoming officers and board members for your willingness to take a leadership role in molding the future of MAHS & MAM. Elected were: Mike Cornett, Recording Secretary and to the Board of Directors: Al Cormier, Mike Cornett, Jim Nelligan, and Pete Noddin. Current officers: President Umberger, Vice President John Miller, Treasurer Joe Quinn.

In reflecting on 2008 it occurs to me the expression "How Soon We Forget" sure sums up most of our busy lives and the many activities around us. With our primary mission being to educate, collect and preserve "the aviation of Maine", as an organization it's easy to forget about events of the present and gravitate toward the era considered the aviation heydays of the 1920-30's and the Cold War period; such items having been featured with interest in recent newsletters or as presentations at our member meetings. Maybe not quite as glamorous or significant as events of the more distant past, the field of "aviation" in Maine continues to add noteworthy chapters for us to witness, be a participant, and share now and with future generations. So, we all need to be vigilant in capturing and preserving those aviation related events around us while the facts, photos and firsthand accounts are readily available, lest they be lost forever.

With this in mind, an unwelcome end to a substantial segment of Maine military aviation set in; a highlight of 2008 was what is likely the very last active military air show to be held here, the "Great State of Maine Air Show" at the Brunswick NAS. The headliner "Blue Angles Team" first appeared at Brunswick in 1962, and returned (16) times culminating with this year's performance. By the end of November the first Navy Patrol Squadron 8 P-3 Orion aircraft permanently departed Brunswick in conjunction with base closure in 2011.

The year in passing brought us the 35th Seaplane Fly-In, always a major draw for aviation enthusiasts here and from away. Also, 2008 marked ten years of LifeFlight of Maine operations, assisting more than 8,000 critical patients (1,400 in '08 alone were transported via its Agusta 109E helicopters). After years of struggling to save the few remaining Lockheed Constellations, two of which were stored at the Lewiston-Auburn airport Lufthansa came to the rescue at the "fire sale auction", and further committed to accomplish restoration of one Connie here in Maine after building a new hanger for the project. The last of presidential trips in and out of Maine via Air Force One & Marine One have disappeared for the foreseeable future. There were a number of well attended fly-ins and airport open houses throughout the state, and one such event in Biddeford helped

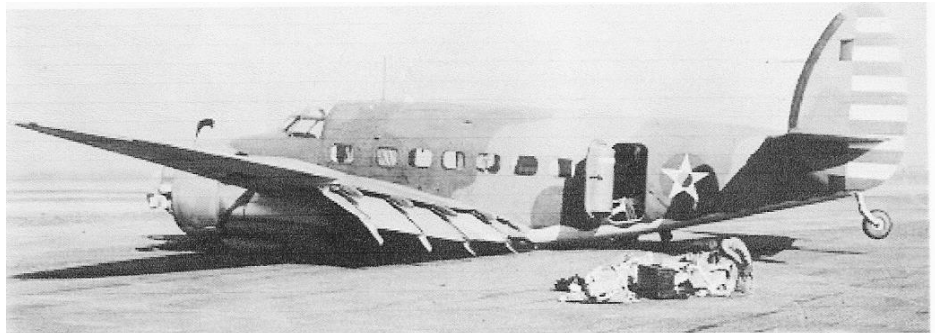
prevent an initiative to permanently close the city's airport by raising the public's awareness of the airport's value to the community and surrounding area. MAHS's participation was well received at each event we chose to be a part of. And, during the waning hours of 2008 Maine's "Charlie Company" of the 126th Aviation Regiment, Army National Guard, arrived home after nine months of air ambulance operations in Iraq where they evacuated more than 650 patients from the war zone.

---Farewell 2008 - Bob Umberger.

US Navy PBO-1 Aircraft at the Auburn/Lewiston, Maine Airport

Let's start at July 06, 1942, a nice clear summer day. A very nice twin engine United States Navy airplane arrived at the Auburn/Lewiston Airport in Auburn, Maine. Of course this attracted quite a crowd. This was truly the first and largest military airplane to land at the airport up to that time. The word went around that it was a Hudson Bomber (not quite true). Years later I found out it was a USN, PBO-1 Hudson, bureau #03848 from Navy Aviation Squadron VP-82 based at Naval Air Station, Argentia, Newfoundland. After a brief stay at the airport the PBO-1 taxied to runway 35 for takeoff. The airplane had gone just a few hundred feet down the runway when it lost power in its left engine, turned sharply to its left, skidded off the runway as its landing gear collapsed stirring up a lot of dust. Lots of onlookers started running to the crash site. Yours truly was no exception. As I approached the crash site I observed one of the crew members exiting the aircraft from the left rear door, and looking through the door I could see another crew member leaving the aircraft through the right rear emergency door on the other side of the aircraft. I don't have any memory as to what the Navy did with this aircraft. Did they make some repair and fly it off to a repair station, did they truck it off to a repair station or was it scrapped?

It should be said at this time that PBO-1 stands for Patrol Bomber; the O is the Navy Manufactures code letter for aircraft manufactured at Lockheed plant B. The Navy twin engined aircraft from Lockheed started as a Lockheed 14 Super Electra (the same type Howard Hughes used in his round-the-world). Lockheed came up with a bomber



version of the L-14 and a very large number were ordered by the British and were called *Hudson Bombers*. From this order the USAAF received a large number calling them A-29-LO. It was from this USAAF order that Navy received the twenty PBO-1 aircraft calling them the Hudson.

Two of these PBO-1 Hudson's accomplished quite a mission in the North Atlantic during WW-II. For more info on VP-82 or the PBO-1 Google Sighted Sub Sand Same on your search engine.

Norman Houle 11/28/2008

Mystery Prop

A couple of years ago when we were moving into a new house, I had to clean out the old barn. About the only thing the mice hadn't destroyed was a very old propeller, which had hung on the wall for almost 30 years. I decided to restore it. During the long conservation process of the antique prop, a bit at a time, it began to give up its secrets. What I discovered:

A tiny anchor with the letters U.S. next to it.

Stamped numbers –some easy to translate

It is 8 feet in length with a 74 inch pitch

Others letters and numbers that remain a mystery.

Copper tips on the prop now shine under bright spar varnish. The prop can be viewed at my shop as it is currently resting on my workbench. My shop is in Biddeford B-19. If I am not there, the person working the counter can show it to you. I am hoping the Historical Society can help me figure out to which aircraft this was attached.

.....Loren Harmon MAHS member 459.



Recently Acquired

A 1931 envelope from the first Airmail Service from Maine. Donated to the museum by Mike Cornett.



Buy a Brick and Support the Maine Air Museum

The Maine Air Museum is proud to announce the new Memorial Pathway Program. To successfully carry out and reach the museum vision, and to help refurbish Building 98, the Maine Air Museum needs the financial support of businesses and public community leaders and individual private citizens. To this end, the museum board has established a means for receiving your monetary donation and recognizing your gift permanently in the museum pathway and wall of honor. These donations are fully deductible.

Details available on our web site: www.maineairmuseum.org or from the museum by request.

Now available:

Memoirs: With an Angel By My Side by member Alfred Cormier.

His flying life as told by Al and available exclusively from the Maine Air Museum.

\$16.00 at the museum, \$20.00 via mail. To order, call or email the museum.

"...a great story by a member of the Greatest Generation. Exceptionally good reading, riveting to the end." Bill Townsend
Teacher-in-Space, STS-51.

*The United States Air Force
in Maine*



Progeny of the Cold War
John C. Garbinski

The United States Air Force in Maine, Progeny of the Cold War
by John Garbinski.

Another exclusive book from the Maine Aviation Historical Society. Softbound, 134 pages, 151 illustrations.

\$20.00 (plus \$3.00 postage and handling). To order, call or email the museum.

Pictures from 2008

We have a few other short stories waiting in the wings for upcoming issues. Let's round out the year with some scenes from Maine aviation events of 2008.



Passing into the category of history... Marine One at the Sanford Airport, and the Quarterdeck at BNAS.



As seen from the Maine Air Museum backyard...yes, we sit immediately adjacent to the Bangor International Airport taxiway.... Top, an incoming AWAC on a refueling stop. Lower: Left, a Ukrainian AN-124-100 which is a regular visitor to Bangor, and an Omni Air International DC-10. A good catch for airline watchers, Omni is a high-end charter company which specializes in unique tours and often charters to internationally known sports teams.



Left: The MAHS April Field Trip to the PBY restoration in Sanford, Right: The November Field Trip to the Pratt & Whitney plant in North Berwick.



A couple of Greenville Fly-In 2008 photos by Frank Miller. Left is a Grumman Albatross and right is an amateur experimental homebuilt owned by Rick Nageotte of Bumpass, Virginia.



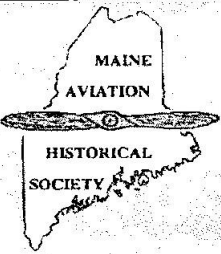
Miller's Field Fly-In pictures. Top is a line-up of visiting aircraft. Bottom, a 1957 Piper PA-18A on a short-field takeoff.



Scott Grant shot this Vermont ANG aircraft arriving at the 2008 State of Maine Airshow.

Web site: www.maineairmuseum.org email: mam@maineairmuseum.org
1-877-280-MAHS toll free in Maine. 207-941-6757

The Maine Air Museum is located at the 98 Maine Avenue adjacent to the Bangor International Airport.
44° 48' 2.10" North 68° 48' 36.02" West

	Maine Aviation Historical Society Maine Air Museum * Membership Form		
	Name: _____		
	Address: _____		
	City, State, Zip: _____		
	Special Interests: _____		
	Phone: _____		Email: _____
Dues are for one year, and membership will expire in the month you joined.			
Annual membership includes six newsletters!	Membership	Dues	Benefits
	Regular	\$25 annual	Newsletter, Museum Admission
	Family	\$35 annual	Newsletter, Museum Admission
	Corporate	\$100 annual	Newsletter, Museum Admission
	Supporting	\$100 annual	Newsletter, Museum Admission, .
	Lifetime	\$500*	Newsletter, Lifetime Membership Number,
		* 2 annual \$250 payments	Museum Admission,
Mail payment to: Maine Aviation Historical Society PO Box 2641 Bangor, ME 04402- 2641	We need volunteers-docents, mechanics, maintenance, librarians and exhibit specialists, etc. ____ Please call me. I want to be active in the organization. ____ I cannot join now, but would like to help. I am enclosing a check for \$____. Contributions over \$20 are tax deductible within the limits of the law. ____ I wish to support and obtain membership by purchasing a memorial brick.		

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