



DIRIGO FLYER

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Transatlantic Flights

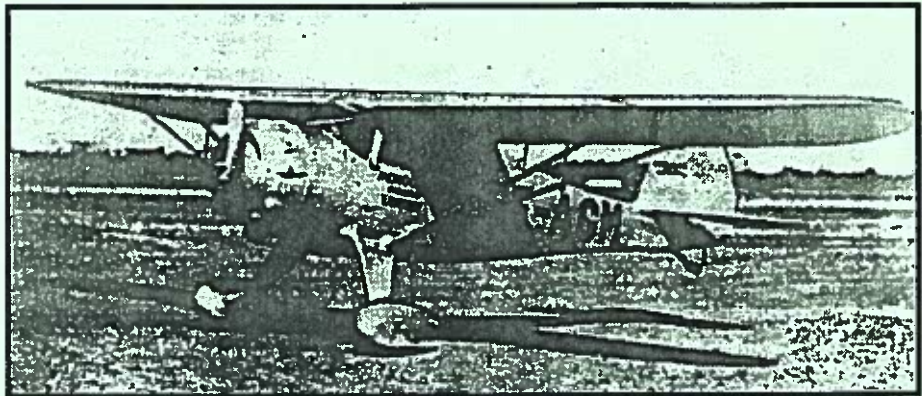
By Leo Boyle

By May 22, 1939, just 12 short years after Charles Lindbergh's epic first solo flight from New York to Paris in 33 hours, 30 minutes on May 20-21, 1927, the Atlantic Ocean had been successfully flown 172 times. This was only 20 years since the first flight in May 12-27, 1919 by the U.S. Navy Curtiss NC-4 flying boat with a crew of six. Pan American Airways, Imperial Airways, Air France and Lufthansa had made 39 proving flights which were to lead to continuous passenger service.

The spirit of adventure still called and young men were still lured to try something new and untried. New American light planes for the private flyer had been improved and their engines were much more reliable than before. What better than to make one's own fame and fortune by flying a light plane first across the Atlantic? Maine was again to become the jumping off place for these transatlantic fliers.

The first of these attempts was to be made by a young Swedish aviator, 27-year-old Carl Backman of Ratteick, Sweden. Ten years before he had come to this country and learned to fly in St. Louis. Returning to Sweden, he became a professional pilot in his own country. Like many young people before him, he had a dream, and his was to fly from America to Sweden. In the fall of 1938 he returned to Chicago and was a partner in a painting and decorating firm there with his older brothers Andrew and Gust Beck.

Clare Bunch, president of the Monocoupe Corporation, builders of small two place monoplanes, believed that a small plane, properly equipped, could safely make a transatlantic flight. His aircraft were well-known as racing planes and had gained wide acceptance as private aircraft—Col. Charles A. Lindbergh had owned one. In April 1939 he had flown one of his 90 h.p. Lambert-powered Monocoupes non-stop from California to New York in 23 hours, 26 minutes. This silver Monocoupe 90A was the same one that Backman was to use in his attempted flight to Sweden.



Carl Backman's small monoplane just before take-off from Bangor, Maine to Stockholm, Sweden, a distance of 2,300 miles.

The Department of Commerce was not allowing planes to attempt these transatlantic flights without their approval. To circumvent this obstacle, Backman called his friend Gunnar Prossel in Leksand, Sweden, who agreed to purchase the aircraft. A Swedish registration was applied for and obtained (SE-AGM) and permission was obtained from the Swedish government for the delivery flight. If the flight was successful, it would be the first transatlantic delivery of a light aircraft by air.

On May 14, 1939 Backman made a successful flight of 11 hours and 40 minutes from St. Louis, Missouri to Bangor, Maine. Here he stayed overnight with Ralph Eye, president of the Bangor Aero Club and a pilot himself. His plane, which had a cruising speed of 110 miles per hour, was equipped with a direction indicator, periodic compass, a cabin heater and the usual standard equipment of a light plane of the time—but no radio. The extra fuel tanks cramping the cabin cut off his view to the right and left him only an 18 inch wide seat. This full load of 184 gallons gave the plane an estimated range of 3800 miles for the 2300 mile flight.

He arrived in Botwood, Newfoundland early Monday evening after a non-stop flight from Bangor. Weather conditions were supposed to be fair and the plane was refueled. At 5:10 AM local time (2:40 AM EST) Carl Backman and his tiny loaded Monocoupe took off for Sweden. In conversation at Bangor Airport, he had said in his broken English that he was

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one of three aviators in a race to be the first to fly from America to Sweden. His first scheduled landfall in Europe was to be the Rockall Lighthouse some 300 miles north of Lewis Island on the north coast of Scotland. If the weather was too bad, he would fly further south and cross Ireland, then on to Stockholm.

In Sweden, the flight had come as a distinct surprise, and his arrival was awaited with great interest. A large crowd waited through May 17th at Bronna Airport near Stockholm and a small crowd, including his mother, waited at the small airfield in Leksand. Mrs. Backman, mother of 10 children, was perfectly calm and is reported to have said, "If he makes it, it is all right. If he fails, it must be the will of fate." As 6 PM passed and it was realized that he must by now be out of gas, the crowds slowly went home.

No trace of Carl Backman or his tiny Monocoupe was ever found.

Neither Backman's fate nor that of many other fliers who had been lost in the Atlantic served as a deterrent to other aspirants. Less than a week later, Thomas H. Smith arrived at the Scarborough Airport, now abandoned. His plane was a brand-new Aeronca Chief which he had taken delivery of at the Aeronca factory in Cincinnati, Ohio on May 18th. He had the plane equipped with two extra fuel tanks in the cabin, holding 152 extra gallons in addition to the standard 18 gallon tank. The plane had much more than the standard instrumentation. Very well equipped for its time, the Aeronca had a tachometer, clock, air speed indicator, oil pressure and temperature gauges, two magnetic and one aperiodic compasses, a drift indicator, a carburetor temperature gauge, a directional gyroscope, rate of climb and turn and bank indicators, a sensitive altimeter, an artificial horizon, three gasoline gauges and two outside thermometers. Registered NC22456, the Aeronca was christened *Baby Clipper* and was also silver in color.

Smith, who was 27 years old, had been planning his flight for seven years. A native of Clarksburg, West Virginia, he graduated from Greenbriar Military School in Lewisburg, West Virginia. He went to Miami where he learned to fly and took an advanced course at the Curtiss-Wright School in Pittsburgh. Obtaining a transport pilot's license, he worked for a while ferrying planes and for American and Marquette Airlines. He became a test pilot for a manufacturer of light planes and was a member of the Caterpillar Club when he had to parachute to safety from a plane that broke up in a dive. He had studied celestial and terrestrial navigation under the Weems System and his course was plotted in collaboration with Charles H. Zwang and Commander P. V. H. Weems, famous navigators.

Upon his arrival at Scarborough, he spent a week testing his plane and all its equipment and instruments. On the way here from Cincinnati he had been forced down at Buffalo, New York by bad weather, thus he practiced flying on his instruments, checked fuel consumption and taking off with increasing loads of fuel. Working closely with Harold Troxel, president of Portland Flying Service and local Aeronca dealer, he recalibrated his instruments and loaded his small bag with survival gear. Charles Deland, a friend from Cincinnati, contributed a .22 caliber revolver and two boxes of shells. Troxel loaned him a

long blade hunting knife and he also carried a first aid kit, mosquito net, three chocolate bars, bouillon cubes, matches, mittens, a fish line and hooks and a ground compass. For food he carried sandwiches and two Thermos containers of juice. Harold Troxel said that it was the best prepared flight he had seen, other than some purely scientific ones.

Late in the afternoon of Saturday, May 27th, he flew from Scarborough to Old Orchard Beach. Smith had planned to take off from the Portland City Airport at Stroudwater, but Troxel had convinced him the runways were too short for his heavily loaded plane. Reporters and photographers covering the U.S.S. Squalus submarine sinking rushed to the beach to cover the flight. At 4:47 AM on Sunday morning, Smith pushed the throttle forward on the 65 h.p. *Baby Clipper* and after a long run on the beach, slowly climbed away and banked east.

Bad weather prevailed along the Maine coast all the way to Newfoundland. Hopefully, 32 hours ahead lay Slyne, Ireland to which he had plotted his course. His fuel tanks gave him a reserve of eight hours. Reports began to come in of soundings and sightings of his plane. At about 7 AM a small plane circled the St. John, Nova Scotia Airport twice before flying away eastward. The weather there was thick fog and rain with a ceiling of 100 feet.

A small plane was seen over Londonderry, Ireland at 9:30 AM EST on May 29th flying from west to east at high altitude. It was seen by hundreds of people who had been looking for Smith. At 11:15 AM EST a small plane at high altitude, coming from Ireland and heading for England, was seen over Wigtourshire, Scotland. Then, at 1:15 PM EST, a small gray plane circled the Coast Guard station at St. Bess Head in England and continued south down the coast. The lights were turned on at Croydon Airport in London after a large crowd turned out on rumors that Smith had landed. However, the 40 hours of fuel would have run out at 8:47 PM EST or 1:47 AM London time. The lights at Croydon were turned out at 2:00 AM London time. Also, a Railway Air Service pilot saw a plane heading toward Manchester that he thought might be Smith's but was another light plane. At Croydon it was also rumored that Smith had landed at Foynes, Ireland, refueled and was heading for London—this also proved to be false. The pilots of the "sighted" planes never came forward and a thorough canvass of the country found no trace of his plane anywhere.

It appeared that the Atlantic had claimed another flier, but still they kept trying. Two Brooklyn youths, Alex Loeb, 22, and Dick Decker, 21, had an old Ryan monoplane they named *Shalom*. In July, loaded with gasoline, they tried to take off from Floyd Bennett Field in New York. A tire burst and the Civil Aeronautics Administration grounded them for trying to make an unauthorized flight to Palestine. They managed to get the plane to a beach at St. Peter's, Nova Scotia, and took off on August 11, 1939. They were never seen again.

Luckier was Pat John, 24, a student pilot and son of a Wisconsin Representative. He arrived in Manchester, New Hampshire on September 5 in an Aeronca like Smith's with extra gas tanks and the name *Screwball I*. Saying he planned to fly to Europe "to stop the war," an airport attendant reported

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A Northeast-operated Douglas C-53 in USAF camouflage. (Photo via Bob Mudge)

Arctic Rescue II:

More Notes
from
Phil Sewall's Diary

Reprinted from the Northeast Airlines *Gremlin*

February 12—Our group up at daylight on account of extreme cold. Gale blew all day. Made little progress on anything. Talked lots about food back home. Tried to plan better shelter. Heard occasional distant radio signals from ships at sea.

February 13—Capt. Lord took canteen to bed last night in sleeping bag and water in it frozen this morning. Decide sleeping in ship too dangerous. Temperature estimated at 50 below. Making beds of poles and boughs. Ordered more supplies by radio. Planes came and dropped supplies, wing covers for use as shelter material. Men feel more hopeful. Many suffering from frostbite. Cut snow blocks. Dug down through six feet of snow on shore for caribou moss to use on beds. Placed snow blocks at side of new shelter to break wind. This new hut has roof over only half of it. Fire in rootless area—smoke blinding at times. Lt. Col. Hubbard supervised shelter building. O'Connor very busy as doctor. Doing good job. Treats sore eyes with warmed up milk made from powder. Seems to help relieve pain. Uses salve on frostbite cases. Small stove dropped by plane burns fairly well when wind is not too strong. Supper, two strips of bacon with soup. No lunch. Too busy building hut.

February 14—Breakfast, coffee and K rations. More cases of frostbite of hands, feet and noses. Still working on hut. Talk all the time about swell food back home.

February 15—Advised today by radio that two ski planes left Montreal to drop us more supplies. Ships started but radioed they turned back because of bad weather. Snowed all day. Temperature about the same. Tried fishing through ice—no results. Ice three feet thick; covered with three feet of snow.

February 16—Batteries getting weak, but still have emergency transmitter. Food much better. Had boiled meat and potatoes. Tasted good. Frozen potatoes sounded like golf balls rattling in gunny sack. Wood being cut during all daylight hours.

February 17—Transport plane arrived over our position and dropped supplies, including two tents and a pot-bellied stove. We spent entire day retrieving articles dropped. Some far distant in deep snow. Made sled out of snow plow. Found battery charger which weighed 80 pounds—located it about two miles away where plane dropped it. Put up tents. More comfortable now but still need more snowshoes and mittens.

February 18—Gasoline powered battery charger hooked up and communication reestablished with the base. Ice bubbled out of batteries when charging them. Used blow torches, but in extreme low temperature even they cooled off. Gasoline

refused to vaporize for small engine unless heated. Gale continued unabated. Used rubber rescue boat as sled. Good idea.

February 19—Breakfast of K rations and marmalade. Contacted bush craft by radio. It reported running low on gas and I was unable to make out its position. After dark we took star sight to ascertain exact position, but variance discovered. Believed it due to low temperature causing instruments to contract. Low temperatures stay with us. Our tents sure help. Northern lights put on great show after snow let up late in evening.

February 20—Bacon and K rations for breakfast. Were in communication with radio on east coast which advised us lost bush planes returned home yesterday because of bad weather. They plan to cache gas for us to pick half way to home base whenever we get going. Most of day spent in camp duties. Eyelids frozen; bad business. Thermometer only slightly below zero.

February 21—Cold but clear. A ski plane reported en route to our position. Capt. Lord contacted it by radio. Built smudge fires to help them spot us. Incoming craft ran out of gas and landed on small lake half mile away. Pilot refueled from spare gas drums and proceeded to our position, landed, breaking several cables holding landing ski in place. Radio reported another craft landed somewhere in vicinity. Were unable to ascertain its position. Ammunition faulty on low temperatures but managed to shoot three ptarmigans—added them to stew.

February 22—More work on runway. Two transports showed up. Dropped supplies. We haven't washed since landing. Food much better. Sick men improving.

February 24—Ski ship was able to leave but had to return on account of bad weather. More snow. Continue greasing our faces to protect us against cold. Helps somewhat. Men who have been frostbitten are unable to work because frozen spots freeze again quickly. Capt. O'Connor still busy doctoring. White spots show up when freezing starts again. Red Cross kits sure valuable in a spot like this. Mukluk is great foot wear for such weather.

February 25—Ski plane was able to get away with sick men as passengers. Had bacon and powdered eggs for breakfast, in form of omelets. Tasted good. Weather clear and all able-bodied men worked on runway. Completed two parallel tracks, each ten feet wide. Know exact length is 1257 feet because we argue and make guessing pool of dollar each man. Managed to get one of our plane motors started after heating it

"Rescue," Continued on Page 6

Hiking and Searching: A Message from the President

By Jim Chichetto

As the hiking season comes closer, I thought I would take this time to explain to the MAHS members how and why these hikes started and what they encompass. I will also outline some of the sites we plan on hiking to this year and sites we have researched this past winter and now hope to find.

To the best of my knowledge there are between 75 and 150 aircraft still resting in Maine's woods, rivers and lakes. About 35 of those are civilian light aircraft which crashed since WWII. Most of them have been found, but there are a few which have never been seen since they last took off.

A good example of these types of crash sites is the Cedar Swamp Mountain crash in Acadia National Park on MDI. Bill Townsend, a MAHS member who lives in Bar Harbor, did research and hiked to this site this last fall. The aircraft, a PA-24, was fitted with long distance gas tanks for a flight across to Africa. The pilot took off from Trenton in June of 1971, but had turned back in heavy weather and was flying too low when he crashed and burned on the mountain. Because of the rainy weather and low clouds, no one knew he had crashed until Oct. of 1971. At that time the aircraft was spotted and the site cleaned up by the Park Service. The debris was pitched into a gully and covered over, but it has since been pulled back out of hiding by hikers. This hike takes about 3 hours to walk up and back, but most of the aircraft is still there. Only the engine and some instruments were removed. Bill shot some excellent photos of this site and can give anyone who wants to hike it directions. Remember, this is on Federal property so **DO NOT REMOVE ANY PARTS** for your wall at home.

Most of the hikes I do are to military crash sites. I like fighters and they seem to hold up better in crashes than do light weight civilian aircraft. Maine has a long history of aircraft over-flights and it served as the jump off point for most of the ETO aircraft coming and going to Europe during WW II. Not all of these aircraft made it safely. There's a B-17 on Deer Mountain near the NH border. There are 4 Harvard IIs (T-6) trainers which ran out of fuel and crashed in the woods west of Millinocket. Two made forced landings of sorts, the pilots bailed out of the other two. Everyone survived, but the aircraft are still out there. There are many stories like that in Maine's aviation history. We want to hear and document all of them.

What used to be junk parts at old crash sites is now becoming a valuable resource for aircraft restorers. Suddenly our deep woods sites are now targeted for salvage by folks from out of state. Our hikes this year will have a couple more purposes besides fun and frolic. We need every MAHS member who knows of a site, or finds one, to take photos of it and map it out. We need your help to protect and document these sites. Once we know what and where it is, we can then decide if this site needs to be protected by the State or if it is one that should be open for all to see and enjoy.

Current law gives the State of Maine the right to declare any site or artifact over 50 years old an historic site. (Once put on that list, no one can remove it without the State's permission.) We are currently working with the State to set up

guidelines to handle these crash sites and decide the criteria to be followed in making the decision on what is and what isn't of historical value.

In the past three years, MAHS members have hiked to a number of sites and dove underwater looking for others. A list of some of our sites include: The F-101B at Bald Mt. in Dedham, the F-101B on Mt. Abraham near Kingfield, the C-54 site on Fort Mt. in Baxter State Park, the F-84F in East Bucksport, the F-89 site in Franklin, the Chamberlain Lake F-89 site, the Elephant Mt. B-52, the P-3 site in Locke Mills and the DC-3 site on Mt. Success in NH. We have also looked for but not pinned down the following sites: Corsair site near Bath in the Kennebec River, a 1950 Sea Fury crash site near Stacyville, an F-101B site on Eagle Mt. near Otis, a TBM site and Corsair sites in Sebago Lake, plus a number of hikes looking for the "White Bird."

We learned something from every hike we did, even the ones we got skunked on. Using what we have learned this last year and what we found doing research this winter, we have some sites to hike to this spring and summer. Here is a partial list of the sites we want to find this year:

- 1) The "White Bird." We have a site, now need a careful search!
- 2) The C-54 site on Fort Mt. We may work with the State to recover some artifacts this year.
- 3) The B-25 site in Perham. This is a WW II crash site with large parts still intact.
- 4) The Sea Fury site near Stacyville. We have some good directions on this one.
- 5) The F-101B at Bald Mt, and maybe the F-101B on Mt. Abraham again.
- 6) The Franklin F-89 site. There are bits all over Schoodic Mt. from this ANG crash.
- 7) The mystery Navy plane on the shores of Schoodic Lake on the US-Canada border.
- 8) The Bath Corsair site. We have a map and have a site.
- 9) The TBM and Corsair sites in Sebago Lake.
- 10) The Anson site on Chairback Mt. This is a WW II crash site.
- 11) Another sunken aircraft, a WW II era fighter, in fresh water.

"Hiking," Continued on Page 5



Can you see the "White Bird"? A view from our site looking 240° in the direction Nungesser and Coli might have been coming.

Growing Up in Maine, Part II

By Morgan Barbour

Now for a little family history. In all seriousness, I have been married to the same woman, Sarah, since 1954. I met her when I was in flight school, training as a USAF pilot. We have two adopted daughters, Marcy and Darcy. Both of my daughters are graduates of the University of Washington. We have only one grandchild, Sarah Faye. She is 14 and starts high school in Pocatello this fall. So there you have my family. I wish I had ten grandkids! However, I must leave that to the will of God.

Next, I will give you a little insight on my career. After graduating (with honors, Second Honor Essay!) from Warren (Maine) High School on June 11, 1951, I elected to leave the drudgery of farm work to join the Air Force in September. I went to basic training in Sampson AFB in the chilly windswept Finger Lakes region of Geneva, NY. Having persevered through the vigorous, rigorous and regimental eight weeks of basic, I was assigned to Control Tower Operator and Ground Control Radar Approach schools in Mississippi. During the latter course, I applied for pilot school. The Air Force only required a high school education, 20/20 vision, good physical health and a temperature (plus/minus 5) of 98.6 degrees! Nowadays, one would have to have a college degree and preferably from the Air Force Academy. Anyhow, I went on to pilot school and graduated 18 months later. I received my 2nd Lieutenant commission, silver pilot wings and got married, all on the same day, April 28, 1954 at Reese AFB in Lubbock, Texas. The lovely woman's name was Sarah. We were both 21.

I served in many locations during my Air Force career including overseas in Hawaii, Japan, Korea and Turkey and



Boeing 777 of the type that Morgan Barbour was a training pilot for the airlines that bought it.

stateside in New York, Minnesota, Tennessee, California and Washington. During my flying career, I flew and instructed in multi-engine type aircraft such as: B-25, C-45, C-47, T-29, C-54, C-124, C-130, C-131 and C-141. I had logged more than 13,000 flight hours upon my retirement from the USAF on June 1, 1972.

Being only 39 years of age and in good health, I went to work for the Boeing Company as an Instructor Pilot. Since that date, I have been training our customer airline pilots to fly Boeing airplanes. I have been qualified as an Instructor Pilot in all Boeing models: 727, 737, 737-300, 747-200, 747-400, 757, 767 and the latest of the breed, the 777. The 777 went into revenue service with United on June 6th. The Triple-7 will be the last Boeing airplane that I will be qualified as an instructor because I have put in the paperwork for retirement.

"Hiking," Continued from Page 4

These are just some of the hikes we are planning on this year. We are always looking for new sites and if you have any let us know. The hike dates will be set as the snow leaves the woods and the ice leaves the lakes. Start getting your gear together: a compass, matches, lighter, bug juice, snacks, canteen and a first aid kit are a good start. Any questions or comments let us know ASAP.



CATCH THE EXCITEMENT!

Need help? Have ideas? Want to get involved?

Maine Aviation Historical Society

101 Monroe Avenue
Westbrook, ME 04092-4020
or call (207) 854-9972

If you are not yet a member, join today!

Postcard from the Edge

Curtiss-Wright Flying Service

Sikorsky S-38 Flying Boat at the

Rockland, Maine Yacht Club in May 1930.

Curtiss-Wright ran a week-end airline from

New York to Boston to Rockland and Bar Harbor

for the summer residents there.

(Norm Houle Postcard)

March Meeting

The March meeting was held March 8th at the General Aviation Terminal in Bangor with good attendance — it only snowed after the meeting. Jules Arel, chairman of the Museum Committee, briefed us on progress with the Bangor site and the positive response we have received from Bangor officials as to a location at Bangor International Airport. We will hear more about this at our April meeting, also to be held in Bangor.

There was a lively discussion of crash sites, their locations, type of aircraft, documentation of them and the feasibility of hikes to some of them (see President's Message elsewhere in this issue). Also mentioned were the names of several people who have knowledge of Maine's aviation history and the need to interview these people and record and preserve their knowledge and memories.

Jules Arel and Peter Hurd are each working on Houlton's aviation history, and if you have anything they can use, please see that they receive it. (If you don't have addresses, anything can be sent to the address on the newsletter and it will be forwarded.) Jules and Don Saunders were also going to Millinocket to get further information with Bob Mott on that important area.

Peter Hurd was a welcome addition to the meeting. After John Miller showed us his overlays of Bangor International Airport and the exact location of the original Godfrey Field, Peter gave us a presentation, with photos, of some of the work he had done with the very advanced radar used by the USAF in Alaska during the Cold War period. Since most of this information has only recently been declassified, we all learned about something we never knew about before. Peter has promised to give us a more complete report at a future meeting. Special thanks go to Jules Arel for the beautiful F-16 photos from his son for the society.

April Meeting

The April meeting will again be held at the General Aviation Terminal at Bangor. Set Saturday, April 12th aside and try to attend this important meeting. We need your input on the Bangor Museum site, where we are going with it, how to do it, and how we can all best help. We also need your input on this summer's hikes, which ones to visit, and when to go. Of course, the number one hike is the "White Bird" search, so let's get going on the planning for this one — summer's all too short in Maine! A tour of the potential museum site is on the agenda, as well as an interesting speaker.

"Transatlantic," *Continued from Page 2*
him to the CAA and he was stopped by them.

But Thomas Smith's story was not over. In August 1941, Royal Canadian Air Force fliers spotted a wrecked plane in the wilds of Newfoundland. It was two weeks before they could photograph it for identification purposes. A United States Army Air Services team finally reached the wreckage 50 miles inland in western Newfoundland's bushy wilderness. In the cabin they found a note: "Walking out to avoid freezing." Veteran bush pilots praised Smith for putting the plane down in that wild country and living through it. His remains have never been found.

FLASH!

A very positive letter has just been received from the Chief of Staff of the Maine Air National Guard regarding their disposition of two of their ready hangars. They are very receptive to our receiving these hangars and moving them to another site on the airport. They pointed out any potential problems, outlined the process for our acquiring them, and offered their full help and cooperation — more at the April meeting.

Sanford News

The Dakota Aviation Museum (Mike Farrey) is still negotiating the purchase of the WW II hangar at the Sanford Municipal Airport. He has received permission to hold his fund-raising fly-in there on Saturday and Sunday, June 21-22, and we will have a booth there. This is a great opportunity to tour the hangar, hear Mike's plans for it, and meet lots of interesting people. We will also have an opportunity to see Ernie and Bill Kostis' WW II Navy control tower and see the work they have done on restoring this building, which is now on the Register of National Historic Buildings, which the MAHS was instrumental in accomplishing.

Joint Get-Together

The Maine, Massachusetts and New Hampshire Aviation Historical Societies will have an informal get-together at the Barnstormer Restaurant at the old Pease Air Force Base in Portsmouth, NH on Saturday, May 17th at 4:00 p.m. This is the first day of the Hampton, NH Aviation Flea Market, only a short distance away, and a chance to have a full, fun-filled day. It will be a day to exchange ideas, hear others' plans for the future, and explore ideas of how we can all help each other. See you there!

Volunteers Needed

As our plans expand, we need a great deal of volunteer help. Please let us know what you would like to do, skills you have, and how you can contribute to what looks like an exciting future. Can you pound a nail, paint, do plumbing, carpentry or electrical work? Can you do aviation mechanical work or restoration, or would you like to learn? Can you go on hikes, interview aviation pioneers on audio or video tape? Can you do accounting and set-up budgets? Are you into fund-raising and making telephone or personal calls on people to get their membership or financial support? Let us know about your talents and your wishes — we need you! Help us grow and become a fine organization with a great home!

"Rescue," *Continued from Page 3*

three hours. Cold again toward evening, with brilliant northern lights. Advised by radio our ski ship arrived safely at destination.

February 26—Worked on runway in morning, clearing space to turn both planes around. Succeeded in getting both engines of our plane started. Advised home base we would take off before evening. Finally took off, using wheel paths as runway, although we had cross wind. Everybody aboard. Had flat tail wheel and soft starboard wheel. Clear the trees and are heading back to civilization with other plane to follow soon. Boy, am I glad to get out of that hell-hole.

Several days later they returned and got the other plane started and flew every bit of remaining equipment back to their home base.

Upcoming MAHS Meetings and Calendar of Events

April 6-12	All Day	Sun 'n Fun, Lakeland, Florida.
April 12	9 a.m.	MAHS Meeting, General Aviation Terminal, Bangor Airport.
May 10	9 a.m.	MAHS Meeting, Dick Jackson's place, Rochester, NH. Sikorsky S-39 Restoration.
May 17	All Day	Joint Get-Together: ME, MA & NH AHS, Barnstormer Restaurant, Portsmouth, NH.
May-17-18	All Day	Aviation Flea Market, Hampton, NH Airport.
June 1	10 a.m.	WWI Air Show, Owls Head Transportation Museum.
June 14	9 a.m.	MAHS Meeting, TBA.
June 21-22	All Day	Dakota Aviation Museum Open House, Sanford, Maine.*
June 28-29	10 a.m.	Military Aviation & Aerobatic Air Show, Owls Head Transportation Museum.*
July 12	9 a.m.	MAHS Meeting, TBA.
July 18-19	All Day	Great State O' Maine Air Show, Brunswick Naval Air Station.*
July 31-August 6	All Day	Oshkosh EAA Air Show, Oshkosh, Wisconsin.
August 8-10	All Day	EAA Chapter 87, Fly-in, Drive-in, Camp-out, Bowdoinham, ME (207) 729-8169.
August 9	9 a.m.	MAHS Meeting, TBA.
August 9-10	10 a.m.	Aerobatic Air Show, Owls Head Transportation Museum.
August 31	10 a.m.	WWI Air Show, Owls Head Transportation Museum.
September 5-7	All Day	International Seaplane Fly-In, Greenville, ME.*
September 13	9 a.m.	MAHS Meeting, TBA.
September 20-21	10 a.m.	Antique Aeroplane Show, Owls Head Transportation Museum.
October 5	10 a.m.	Antique Aeroplane Show, Owls Head Transportation Museum.
October 11	9 a.m.	MAHS Meeting, TBA.
October 26	10 a.m.	Great Fall Auction, Owls Head Transportation Museum. Free admission.
November 8	9 a.m.	MAHS Meeting, TBA.
December 13	9 a.m.	MAHS Meeting, TBA.

The meeting sites can be flexible. We are looking for suggestions on locations for many of these meetings. The same goes for the weekend hikes — let us know. We are also looking for guest speakers, slide shows, etc. Call Leo at 207-854-9972 or Jim at 207-269-3281 if you have any ideas or can be of help. In addition, we will be scheduling hikes to aircraft wrecks from spring until fall. The search for the "White Bird" will resume as soon as the weather permits. Stay tuned for further details — it's going to be an exciting year!

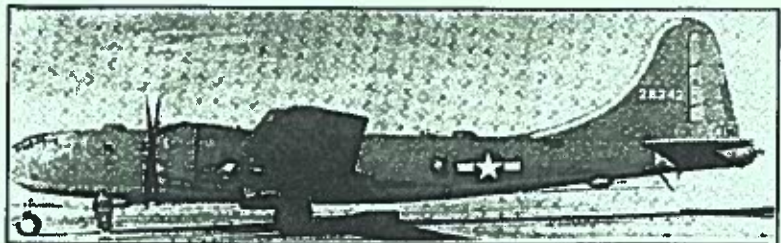
*We will have booths at these events — volunteers needed.

Welcome New Members!

186. William J. Deane
(Transatlantic and
Polar Exploration)
27 Brunswick Park
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187. Leonard H. Ross
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(207) 733-4622

Mystery Photo: B-17(Q)?

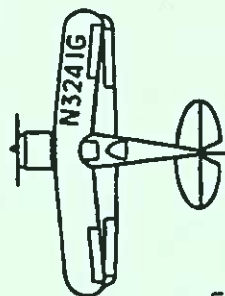
How and where did this Boeing B-29 Superfortress
unofficially become re-designated as a B-17Q?
It happened in Maine in 1944. *Answer next month.*



USAF Photo

Answer to Last Month's Mystery Photo —

There were no answers to last month's photo of the P-47N
which made a belly landing at Dow Field.
Keep trying, win that T-shirt!



93 North Road
Newburgh, Maine 04444
Tel/Fax: (207) 234-2777

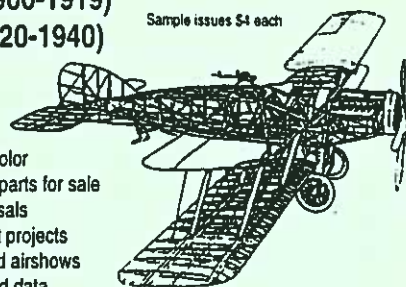
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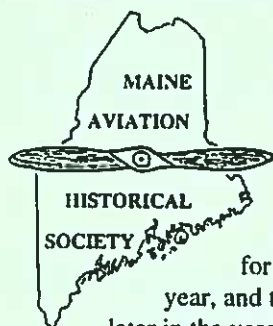
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