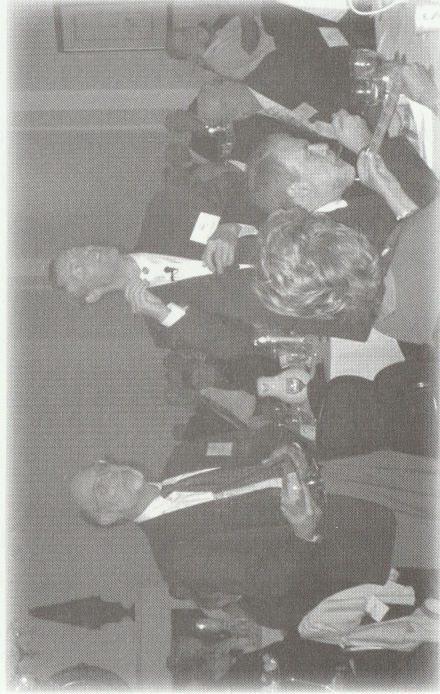




History Meets History

Lindbergh! That name instantly brings to mind the exciting history of flight and individual courage. For those reasons, the Board of Directors was delighted when Erik Lindbergh, grandson of the 1927 "conqueror" of the Atlantic, agreed to be the keynote speaker at the New Hampshire Aviation Historical Society's 10th Annual Gala Banquet. Erik presented an outstanding program for the NHAHS membership, blending his family connection to the "Lone Eagle" and his own place in aviation history.

The New Hampshire Aviation Historical Society is thankful to Erik for the support he has shown for our mission. For a non-profit organization working to start the Museum of New Hampshire Aviation History, public attention and awareness is critical to fundraising, membership, and attracting material for display. Erik's visit to New Hampshire was incredibly help-



Immediate Past President Steve Berardo and guest speaker Erik Lindbergh draw winning raffle tickets at 10th Anniversary Gala.

PHOTO BY DAVE BLANCHET

ful in all of these areas.

A number of NHAHS contributors dined with him at an event catered in the museum, and the next day NHAHS member Ed Brouder arranged several media appearances, including an extended segment on NH Public Radio. At the Museum rib-

THE Aeronaut

bon cutting on September 16, 2005, a large crowd gathered to hear Erik and public officials commemorate NHAHS moving into our new "home," the restored 1937 terminal building at Manchester Airport. At the banquet, Erik entertained the record crowd with reflections on his grandfather. He also described his own commemorative trans-Atlantic flight that celebrated the 75th anniversary of his grandfather's adventure, and shared a fascinating look inside the world of the "X" Prize competition won by the Burt Rutan/Scaled Composites design team.

The 2005-2006 officer nominees were approved at the banquet. Jack Ferns takes the reins again as President. Pat Duffy was re-elected Vice President, Dick Ludders will continue as Secretary, and Stephen Christy was elected as the new Treasurer.

The ongoing capital campaign for support of the Museum and the Society can point to that sequence of events as evidence of the group's credibility, the strong support of its members, and the worthiness of supporting its activities. Speaking of support, the NHAHS Board would like to acknowledge the assistance of our members who helped make Erik's trip possible, especially the tireless efforts of Carla Ferns.

It was terrific to have Erik Lindbergh on hand at the ribbon cutting ceremony for the Museum. After the presentation of the colors by the Pease Honor Guard, Society president Jack Ferns welcomed the crowd and introduced the program. In addition to remarks from Lindbergh, a highlight of the ceremony was the presentation of a scale model Curtis JN-4 "Jenny" built by The Flying Tigers, a remote control modeling club located in Derry. The Jenny was autographed by Bob Fogg,

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From the Cockpit
by Jack Ferns

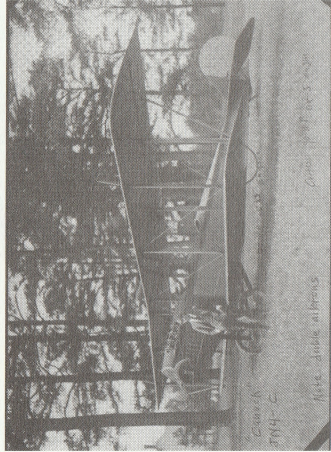
Inside This Issue

A Publication of the New Hampshire Aviation Historical Society

Jr., son of the pilot of the first flight in to Manchester Airport, and by Erik Lindbergh. Today, the model hangs in the tower of the museum as a dramatic symbol of the conversion of the terminal



to a museum. Additional signs of that conversion include the display of the *History of Manchester Airport* installed by Image 4 Graphics and the beautiful mural *NH Aviation Firsts* painted by



Manchester muralist Rick Freed.

A ribbon cutting marks the beginning of a flight rather than the end, and this event is just one example of the momentum NHAHS is building. Today, there is a gift shop and a new exhibit is being finalized that will depict the role of Manchester Airport and NH aviators in WWII. Plans are also underway to open the Museum to the public on a regular schedule. Of course, NHAHS is much more than a museum. The calendar is full of special events, all of which provide an opportunity for members to become more involved in New Hampshire's aviation community. Additional information is available at www.nhahs.org.

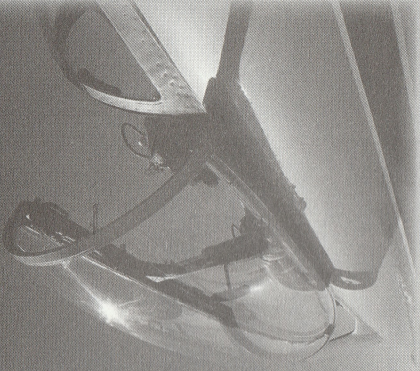
From the Cockpit

I hope that you enjoy the new look of *The Aeronaut*. This newsletter is one of the ways we share exciting news about the New Hampshire Aviation Historical Society. All of our members are committed to preserving New Hampshire's proud aviation heritage, and many of our members are a part of that history themselves.

Many of you knew one of our distinguished members, Norman "Bud" Fortier. Bud passed away on November 20, 2005 and will be missed by the aviation community. Bud was a fighter ace in WWII, and helped to preserve the very history he shaped as the author of *An Ace of the Eighth*.

Bud's passing serves as a reminder that we must take every opportunity to preserve our aviation history. Once the men and women who lived those days, worked on those disappearing airplanes, and flew missions that relied on an American blend of leading edge aviation technology and raw courage are gone, so are their stories. We are thankful that Bud left us the gift of his experience. Capturing and sharing the stories of other aviators should not be left to chance.

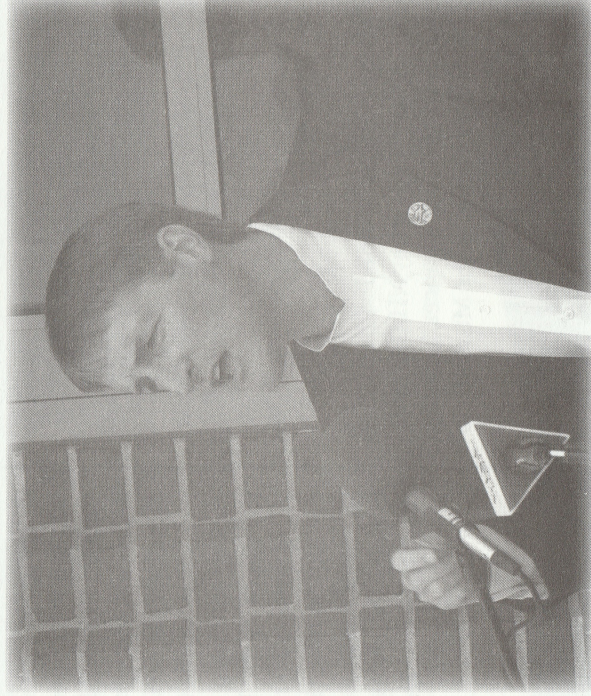
Over the next few months, NHAHS will be finalizing plans to honor our history with some exciting



projects. One is the visit of the Collings Foundation's B-17 and B-25 to celebrate the opening of the Aviation Museum of NH's first major exhibit "NH Aviators-The WWII Years." As part of this project an attempt will be made to record the stories and gather artifacts of as many NH WWII aviators as possible.

A week-long series of events culminating with the annual banquet "The Fabulous Forties" will provide opportunities for our members to get actively involved with the mission and camaraderie of the New Hampshire Aviation Historical Society. For more information, watch the web site at www.nhahs.org.

Jack Ferns



Guest speaker Erik Lindbergh speaks at the museum ribbon cutting ceremony.

PHOTO BY
RICK FREED

Mystery Airplane

PETER BLAND

NHAHS member Peter Bland was quick to identify the "mystery airplane" in the last issue of the Aeronaut. Peter writes:



one until one night he clipped a hedge and tipped it on its nose, but they gave him a Medal anyway. At first it appeared in the picture that there was another engine in the nose but this turned out to be an optical illusion. However, a nose engine was not necessarily out of the question. Field units had excellent mechanics and sometimes planes were drastically modified for special purposes such as high altitude surveillance or interceptions.

This same idea was continued after the end of WWII when 2 and 4-engine bombers became easily available. Several engine companies bought them to test their new engine designs, usually in nose installations. Sometimes the newer test engine had almost as much power as the two (or four) wing engines together and the pilots occasionally flew them at Air Shows with all wing engines stopped and feathered, the plane flying very nicely on just the nose engine.

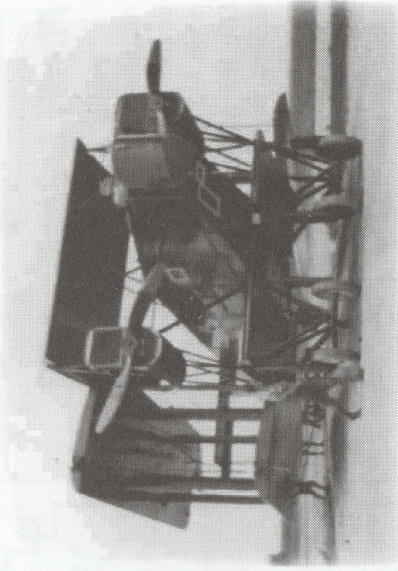
"The airplane in the picture is a Handley Page O/400 heavy bomber, made in England from 1917 to 1918. They were based in France and were used to make night raids against German industrial and military targets. Initially they flew daytime raids but suffered heavy losses to the defenses so they were switched to night time operations. The O/400 could carry 2500 lb. of bombs at just under 100 mph and 10,000 ft. altitude, which was possible but not with a full load.

The wings were foldable so the planes could be housed in large camouflaged canvas hangars (called "Bessonneau" hangars) during the day when German raiders came looking for them. About 400 were made by H.P. with Rolls Royce Eagle V 12 engines and another 100 by the Standard Aircraft Company in Elizabeth N.J. with Liberty 12-N engines, although these arrived in England too late to be involved in the war.

Even night operations were not safe, in the last four months of 1918 about 70 of them were lost, 18 to German defenses and the rest to landing and handling accidents. A night landing in one of these large 100 ft. wingspan planes was not easy as the only illumination on the field was airmen holding kerosene lanterns. I know this because my Uncle flew

The ultimate example was a Wellington bomber with an early jet engine installed in the rear fuselage. The rear turret was removed and the jet pipe extended all the way back, with a large mesh intake located on each fuselage side and not noticeable from below. With both wing propellers stopped and no apparent means of propulsion it was a great crowd pleaser, not to mention the reaction of other pilots when it passed them on the way home."

Thank you, Peter!



Jack Barry Bedford, NH
Ron Boucher Goffstown, NH
Dennis Caldwell Hancock, NH
Steve Christy Lebanon, NH
Peter Davis Nashua, NH
Fred Drake Greenland, NH
Charles & Martha Farmer Amherst, NH
Richard Filteau Nashua, NH
Paul Goodrich Hudson, NH
Theodore Hardwick Antrim, NH
Peter Labombarde & Family Bedford, NH
Bob Lafleur Litchfield, NH
MaryAnn Lappies Hillsboro, NH
Bill & Marge Leber Andover, NH
Michael Marks
& M. Paula Murray Dedham, MA
Brian McCarthy & Family Nashua, NH
Ken McGee Keene, NH
David & Caroline Newkirk Merrimack, NH
Georgia Pappas Lynn, MA
Janet Shaw Bow, NH
Bob & Penny Warren Bedford, NH
Harold Webber Antrim, NH
Scott Westover Hopkinton, NH

NEW LIFE MEMBERS

Richard & Linda Bergevin Keene, NH
Fred Dexter Loudon, NH
Robert Hough Windham, NH
Victor & Diane Loranger Exeter, NH
James Tamposi, Jr. Temple, NH

Did You Know?

To become a member, you can visit www.nhahs.org and click "members," or you can fill out the membership form on page 6 of this newsletter and mail it in to us?

Member News

continued

Know Your Directors

Each issue of the Aeronaut will feature information about members of the NHAHS Board of Directors. For information on the complete Board, visit nhahs.org.



Phyllis L. Stibler, ASID

Phyllis is the president of Stibler Associates, LLC. This space planning and interior design firm has been located in Manchester, NH for over 20 years. Stibler Associates provides interior design consultation to corporate, health-care, hospitality, and education clients nationwide. Phyllis is proud of the work her firm does with many non-profit organizations, including NHAHS.

As a member of the Museum Development Team, Phyllis helped develop the interior design of the historic terminal building at the Manchester airport. Working with the NHAHS committee, architect Karl McKinster, and then with a muralist, media consultant and others, Stibler Associates is helping to shape a meaningful museum experience at the Museum of New Hampshire Aviation History.

Phyllis lives in New Castle, NH and enjoys a family who enjoys airplanes of every type!

We Appreciate Your Donations

The executive committee and the board of directors of NHAHS would like to recognize the following individuals and businesses who have so generously supported the Campaign to Preserve the 1937 Terminal.

CAMPAIGN GIFTS/PLEDGES

FOUNDER

(\$50,000 OR MORE)

E. A. Slusser

BENEFACTOR

(\$25,000 - \$49,999)

Wiggins Airways

FLIGHT ENGINEER

(\$1,000 - \$1,499)

Barbara Miles

Charles Crathern

Maurice Quirin

Mike Zompetti

Joseph and Catherine Brigham

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Patrick Duffy

Hebert & Uchida, PLLC

Dick & Ann Ludders

FLIGHT ATTENDANT

(\$500 - \$999)

Charles & Martha Farmer

Robert Hough

Entergy Nuclear/Vermont Yankee

Manchester Airport Operators and

Pilots Association

GROUND SUPPORT

(UNDER \$500)

David & Deborah Blanchet

Volunteers Needed to Open "Aviation Museum of NH"



Hopefully you have all had an opportunity to visit the Society's "home" in the beautifully restored 1937 Manchester Airport terminal building. As you know, the Society has a 15 year lease with the Manchester Airport to operate the building as the "Aviation Museum of New Hampshire." Exhibits have been placed inside and more are under development. But it won't really be a museum until it is open to the public on a regular basis. To do that takes PEOPLE and the Society Board of Directors is asking members who can commit to a regular schedule at the Museum to volunteer. The commitment would be for one 3 to 3 1/2 hour shift a week, Thursday, Friday or Saturday, starting at 9:30 am or 12:30 pm, beginning in September. Formal training will be provided on all procedures. This is a great way to extend the reach of your Society, meet people with an interest in aviation history (like you!) and have some fun time hanging out at the airport! Please contact Carla Ferns (798-3915 or jespringhill@tds.net) or Vinny Devino (623-4887 or wnalfred@netscape.net).

Upcoming Events

Save the Dates!

Aviation Expo

SATURDAY, APRIL 22, 2006 • 8:00 AM-4:00PM

Daniel Webster College-Aviation Expo

Visit NHAHS exhibit

NHAHS Member Event

SATURDAY, JUNE 17, 2006

JBI Helicopters

Brigham Heliport in Pembroke, NH. Watch for your invitation in the mail.

"NH Aviation – The WWII Years"

SEPTEMBER 18-22, 2006

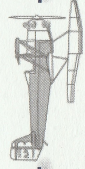
A full week of activities.

Annual Banquet

SEPTEMBER 22, 2006

Manchester Country Club

Stay tuned!



Museum Visit Days



On December 17th, 2005, the 102nd Anniversary of the Wright Brothers flight, museum guests celebrate with the "Flyer" simulator and a cake!

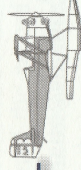
PHOTO BY JACK FERNS

Museum Opens Its Doors



Left to right: Pat Duffy, NHAHS Vice President; honored guest Erik Lindbergh; Jack Ferns, NHAHS President; Kevin Dillon, Director, Manchester Airport; and Dick Ludders, NHAHS Secretary.

PHOTO BY RICK FREED



Thank You...

Thanks to John Bowkett, Ed Josephson, Pat Duffy, Jack & Carla Ferns, Dick Ludders, Dave & Deb Blanchet, Bob Fortnam, Steve Berardo, & Mike McKendry for your help in "manning" the table at the Daniel Webster College Aviation Heritage Festival!



John Bowkett & Deb Blanchet.

PHOTO BY DAVE BLANCHET

NHAHS Membership Application

YES! I want to become a member of the New Hampshire Aviation Historical Society!
Please check the appropriate box and enclose your check for dues made payable to the NH Aviation Historical Society.

- \$25 Individual \$100 Gift \$500 Life Member
 \$40 Couple \$150 Gift \$500 Corporate (annually)
 \$50 Family \$200 gift Other _____

*All gifts are
tax deductible.*

Name _____
Address _____
City _____ State _____ Zip _____
Telephone _____ Email _____
Special interests _____

.....
MAIL THIS FORM & PAYMENT TO:

NHAHS

PO BOX 3653 • CONCORD, NH 03302-3653

EMAIL: nhahs@nhahs.org

Contact Information

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Carla Ferns

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Susan GB Foster

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Immediate Past President

The Gee Bee Model A Sport Plane (pictured in the society's logo) was the first plane built by the Granville brothers in Boston, Massachusetts. They built nine in Springfield, Massachusetts followed by a series of sportsters (monoplanes) and finally leading to the famous Gee Bee supersportster racers, one of which established a new world land-air speed record. It was flown by James Doolittle.

PO Box 3653
Concord, NH 03302-3653

