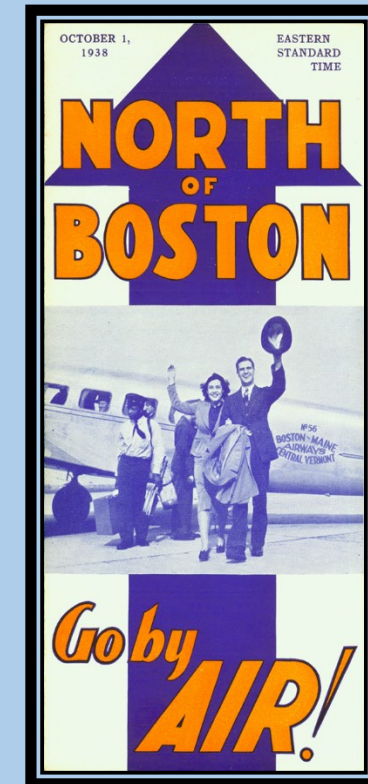


Welcome to Grenier Field Manchester - Londonderry, N.H.



Photos by Bob Raiche

Boston-Maine Airways Starts Flights to Manchester in 1934 with Stinson Tri-Motors



(Timetables courtesy of Perry Sloan)

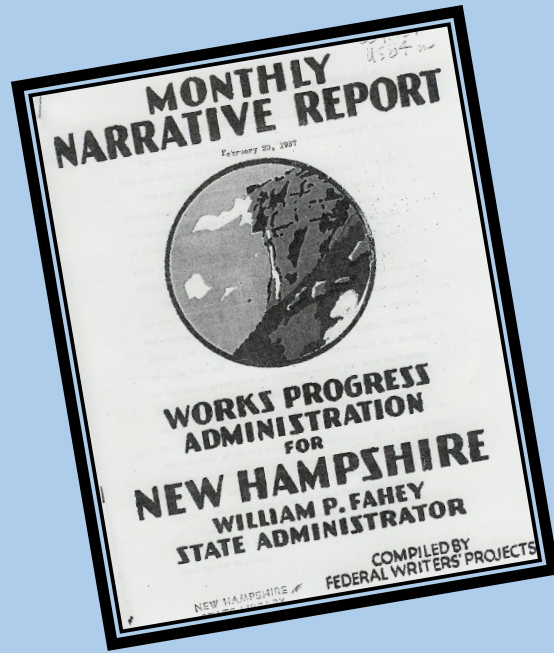
*Boston-Maine Airways'
Stinson at Manchester
circa 1935*



Photos by Richard 'Slim' Worth
(courtesy of Cindy Worth Mayville)



*Manchester's Art-Deco
Terminal was Built in
1937 as a WPA project*



(Courtesy of New Hampshire State Library)



(Courtesy of Ruth Smith)

Piper J3 Cubs and 1928 Kinner Fleet Bi-plane at Manchester Airport in 1939



(Aviation Museum of New Hampshire Collection)

Building a U.S. Army Air Base



Aerial photo by Bernice Blake Perry, circa 1940, from Milford Historical Society



These Bleak Surroundings, Ground Was Broken For Air Base

hovelful of dirt was turned, prior to the first lot of 118 buildings. A year ago there r or a military airplane within 100 miles 'oday there is a full complement of both, and day under war-time regulations to de-velop its power to the utmost. A year ago the land above was yielding nothing but hay. Today on that spot, army business is yielding an average estimated monthly salary income of \$112,000, a large share of which is spent in Manchester. The bare field of a year ago has developed into an economic asset to Manchester of no mean proportions. No decision has yet been announced, but it is the hope of city officials that the base here will be made permanent, thus continue to be one of Manchester's thriving "industries."

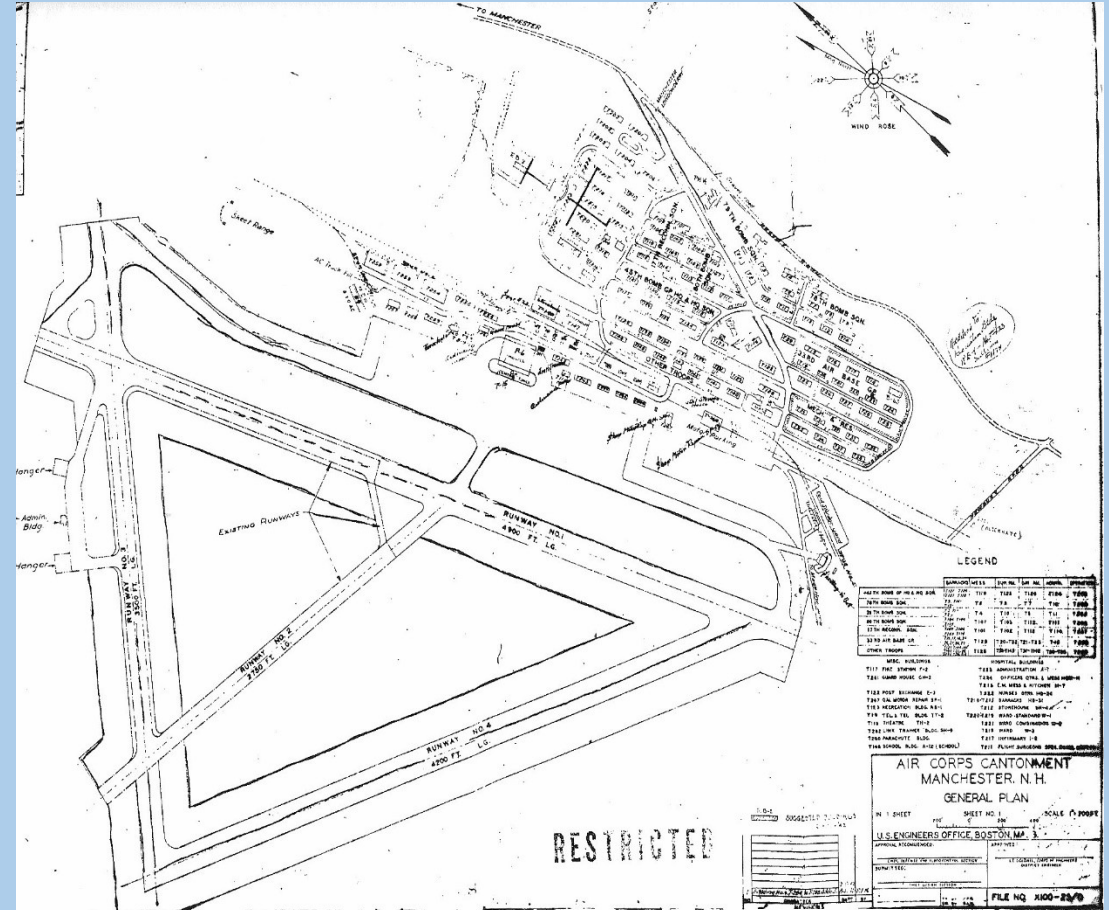
On January 23, 1941, frenzied construction began to transform fields and family farms into a military base

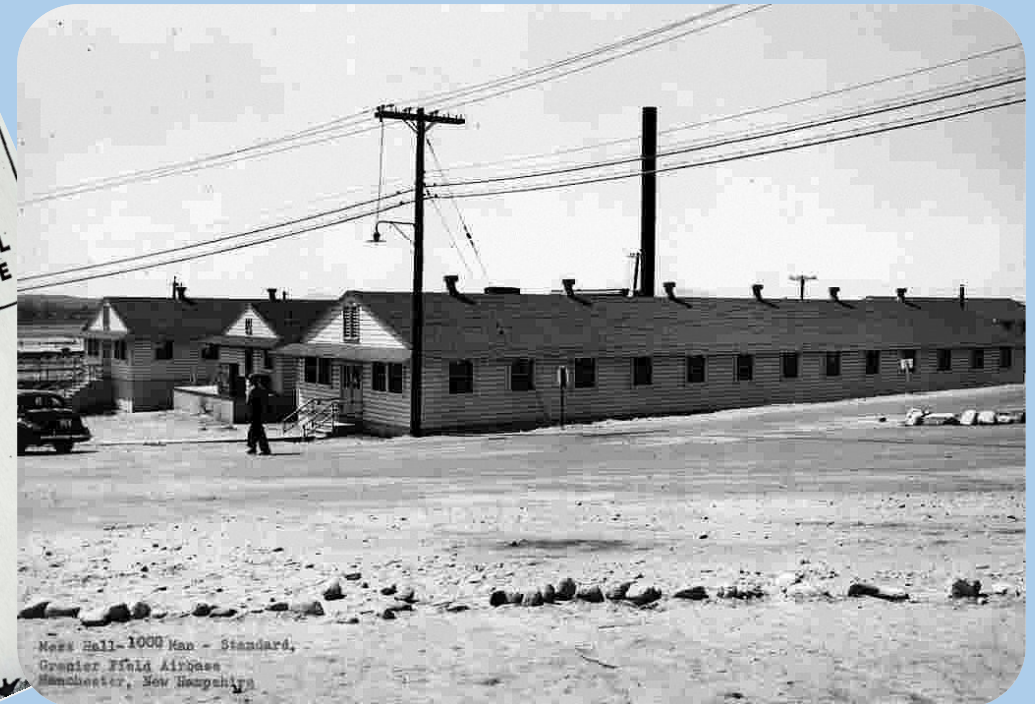
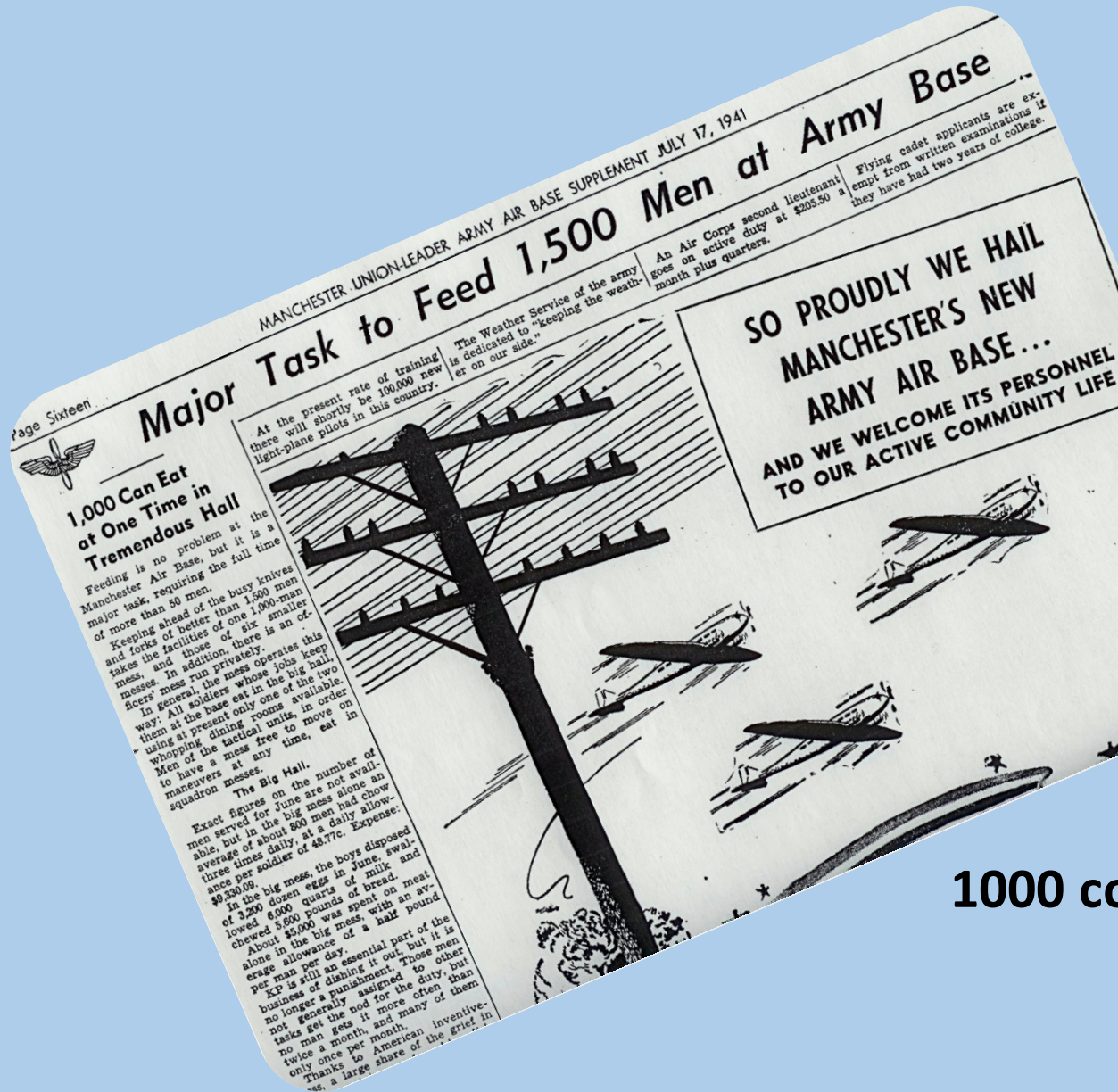
Hundreds at D.A. Sullivan and The Caye Company toiled to erect the cantonment



The almost startling progress which turned a quiet New Hampshire farm field into a bustling, busy community of nearly 2,000 men in six months is completely covered in these two pictures, taken at the Manchester Air Base. Top photo, taken January 21 when three-foot snow drifts covered Smith's field just off Harvey road, shows the section on which now rest the buildings shown at the top of the air view. Bottom photo, taken April 4, shows all buildings under construction. Since that time buildings have been

finished and roadways cut. Not shown from the air, for military reasons, are the 24-building hangar section and the hospital. No air views have been allowed since this picture was made and, of course, they will continue to be forbidden in the future. Stiff fines are authorized if private planes are seen to fly over the area, although military restrictions are not yet fully in force at the field.



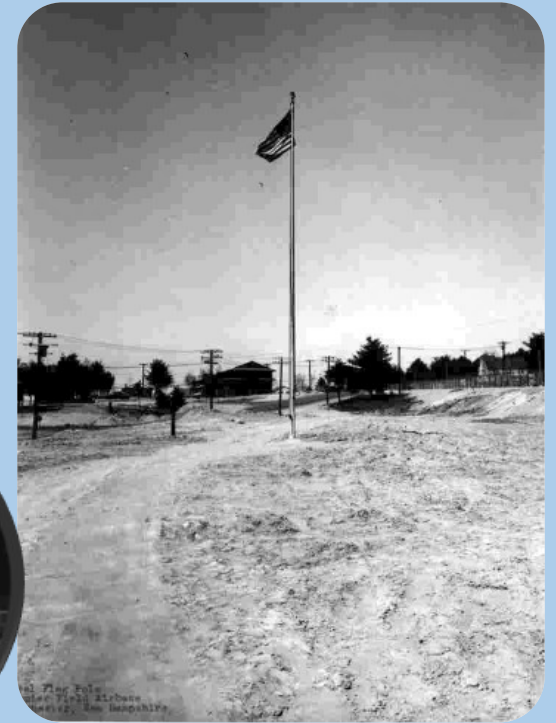


1000 could chow down at the base Mess Hall

All building photos courtesy of Tom Hildreth



**Building T-120 Manchester Air
Base Chapel**



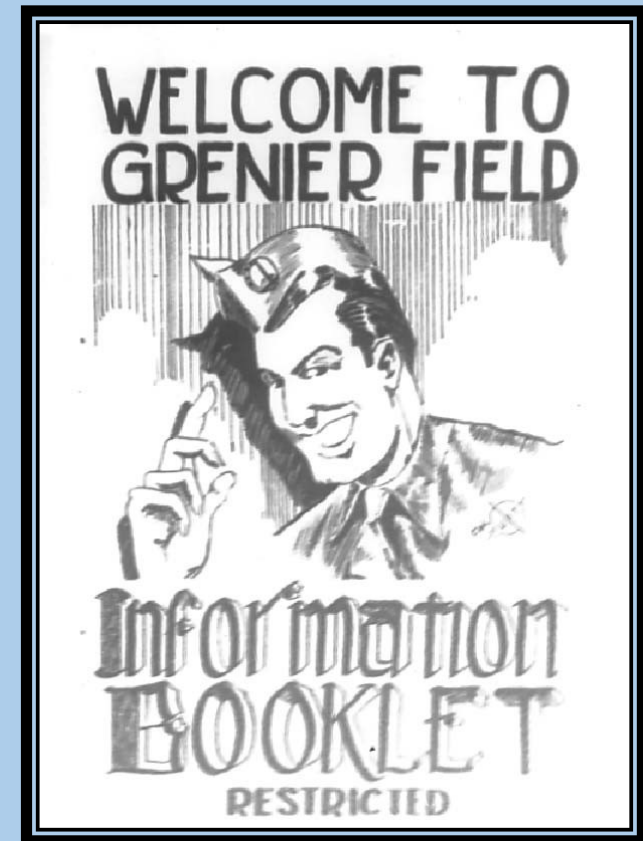
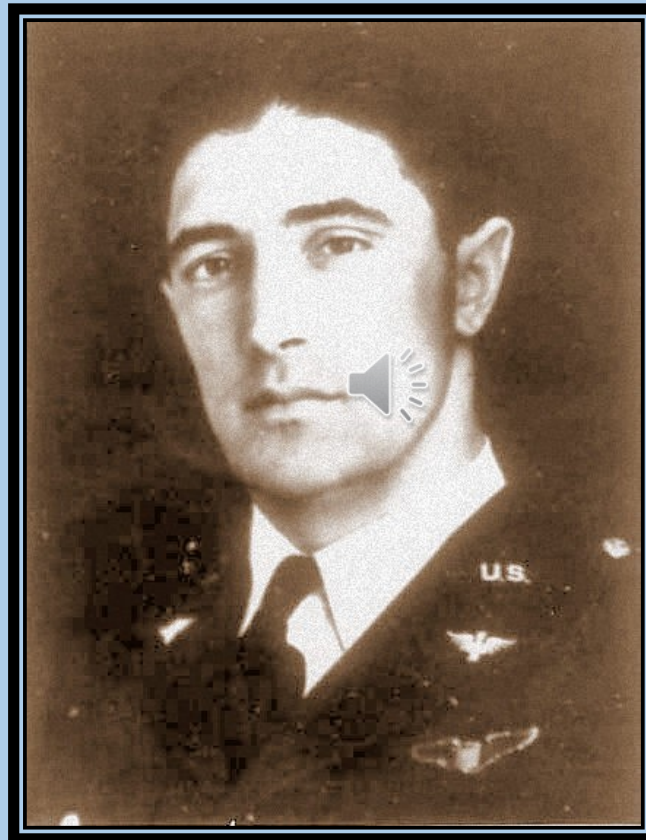
**Main Hangar T-414 and Base
Control Tower**



Army Air Base Post Office



Manchester's Army Air Corps Base Is Named



(Courtesy of Tom Hildreth)

Manchester native Jean Donat Grenier was a star athlete in high school and at UNH



**Jean Grenier's 1926 West High School Graduation
Photo (courtesy of Mrs. Paul Paquin)**



**2nd Lieutenant Jean D. Grenier
circa 1933**

Foul winter weather in Utah claimed the life of 24-year-old Jean Donat Grenier

While flying an Army Air Corps Mail Operation training mission near Weber Canyon, 2nd Lt. Grenier's Curtiss A-12 Shrike crashed into the mountainside. Grenier and 2nd Lt. Edwin White, a 23-year-old native of Berkeley, California, died on impact – the first Army aviators killed in an airmail mission.



Salt Lake Tribune, February 17, 1934, p.1



JEAN DONAT GRENIER

fil de

M. et Mme ALPHONSE GRENIER

Né à Manchester, N. H., le 24 novembre 1909,
décédé près de Oakley, Utah, le 16 février
1934, à l'âge de 24 ans, 2 mois et 22 jours.

Seigneur, vous nous l'aviez prêté pour
faire notre bonheur; vous nous le retirez
trop tôt, nous vous le cédon sans mur-
murer, mais le cœur navré de douleur.

Mon Dieu j'ai achevé ma course, mon
pèlerinage est terminé; j'ai consommé
l'œuvre que vous m'aviez confiée et main-
tenant je retourne à vous afin de vous
aimer et de vous prier avec plus d'amour
et de ferveur pour ceux qui vont demeurer
après moi.

Dieu nous enlève ceux qui nous sont
chers.

Doux Cœur de Jésus, soyez mon amour.

[300 jours d'indulgence.]

Doux Cœur de Marie, soyez mon salut.

[300 jours d'indulgence.]

Une communion, une prière, s'il vous plaît.

DESAUTELS MUSIC HOUSE, MANCHESTER, N. H.

Memorial mass card
(Courtesy of Mrs. Paul Paquin)

THREE ARMY FLIERS DIE PREPARING TO FLY MAIL

TWO CRASH ON CHEYENNE RUN AND THIRD KILLED IN IDAHO

Attack Plane Carries Officers to Death in
Weber Canon and Bomber Burns Three
Miles From Jerome Airport

Preparations by army fliers to take over the carrying of the air mail in this district early next Tuesday morning Saturday had claimed three lives in mountainous areas west of Cheyenne.

Mangled bodies of Second Lieut. Jean D. Grenier and Second Lieut. Edwin D. White, returning to Cheyenne after a practice flight to Salt Lake City, were found in the wrecked cockpits of their craft 30 miles south of the Utah-Wyoming line in Weber Canyon, a scenic spot flanked by the lofty peaks of the Uintah Mountain range.

Second Lieut. Jerome Eastham was burned to death when his plane crashed in a field three miles from the Jerome, Idaho, airport, Friday evening.

How Pilots Look Upon Air Crashes

They Figure That, in Same
Fix, They Would Have
Handled Situation

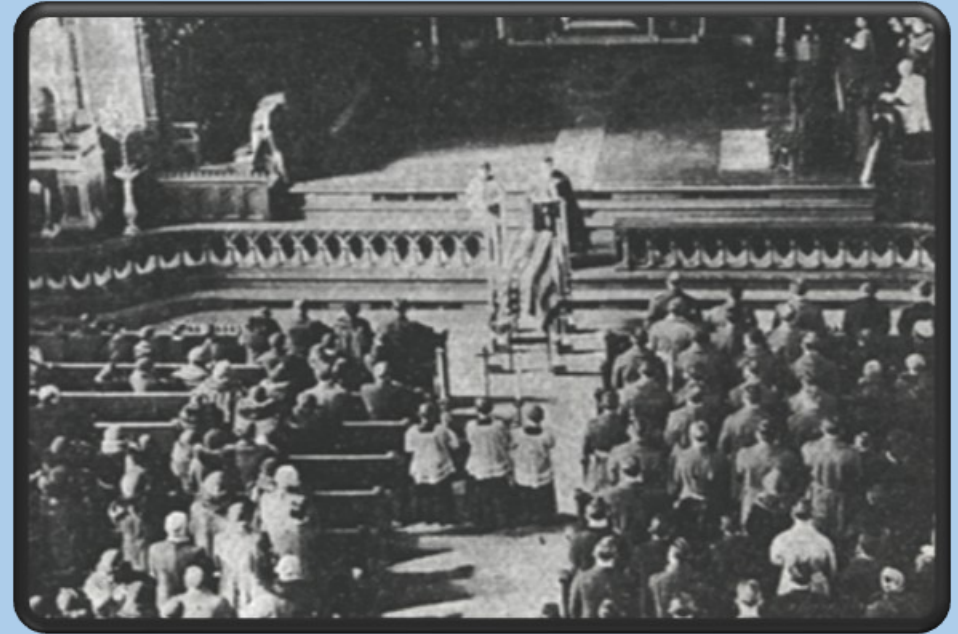
How do army air pilots look upon air crashes and tragedies such as the ones Friday that claimed the lives of three army pilots preparing to carry the air mail after next Tuesday morning?

This question was answered here Saturday morning by one of the army's air aces in Cheyenne.

Asked if the morale of the other pilots was lowered by the tragedies, the pilot questioned, replied: "Oh, no, we don't let it bother us."

Wyoming State Tribune/Cheyenne State Leader,
February 17, 1934, p.1

February 24, 1934 about 2,000 people braved sub-zero weather to attend 2nd Lt. Grenier's funeral mass at Sainte-Marie's Church



**The Manchester Leader and Evening Union,
February 24, 1934**

Presenting Colors
Manchester Airport



Dedication Exercises

Grenier Field



Manchester, N. H.
Sunday, February 22, 1942, 2:30 P. M.

DEDICATION PROGRAM

Opening	America
Invocation	Chaplain Lionel E. Beaudet
Remarks	Col. John I. Moore Base Commander
Address	Gov. Robert O. Blood
Solo	Marie Healy
Remarks	Rev. Fr. Aime P. Boire
Benediction	Chaplain Walter C. Lundberg
Closing	Star Spangled Banner

GRENIER FIELD

Named in memory of 2nd Lt. Jean Donat Grenier.
Born, November 24, 1909.

Graduate of Manchester High School (West) 1926.

Graduate of University of New Hampshire, 1930.

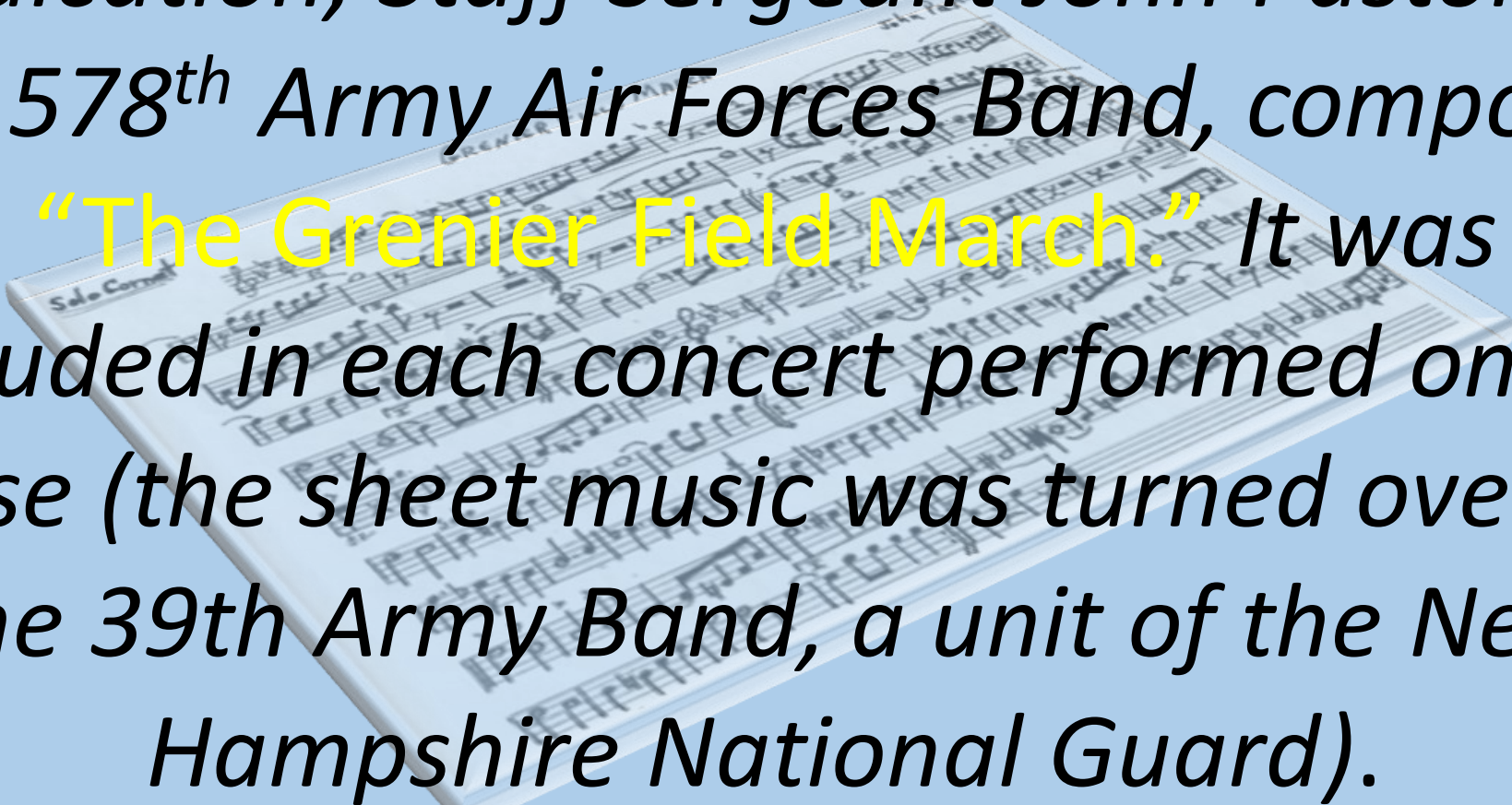
Commissioned a 2nd Lt., U. S. Army Air Corps, at
Kelley Field, 1933.

Died in the service of his country at Weber Canyon,
Oakley, Utah, while making a familiarization flight for the
Air Corps Mail Service on February 16, 1934.

M9



A few months after the 1942 base dedication, Staff Sergeant John Pastor, of the 578th Army Air Forces Band, composed “The Grenier Field March.” It was included in each concert performed on the base (the sheet music was turned over to the 39th Army Band, a unit of the New Hampshire National Guard).





Base Commander Colonel John I. Moore



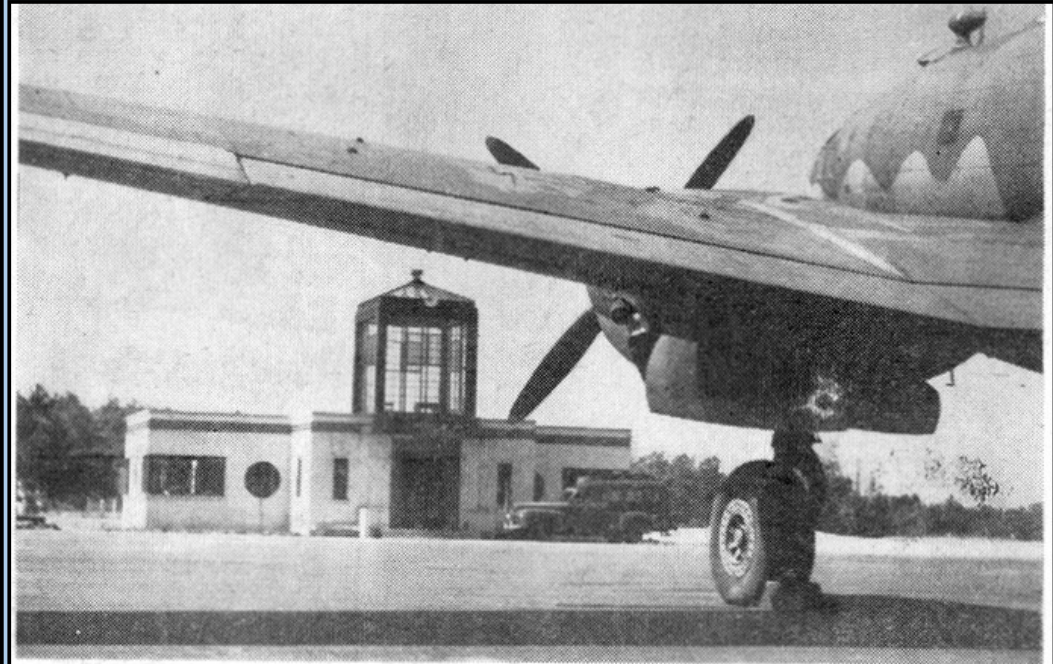
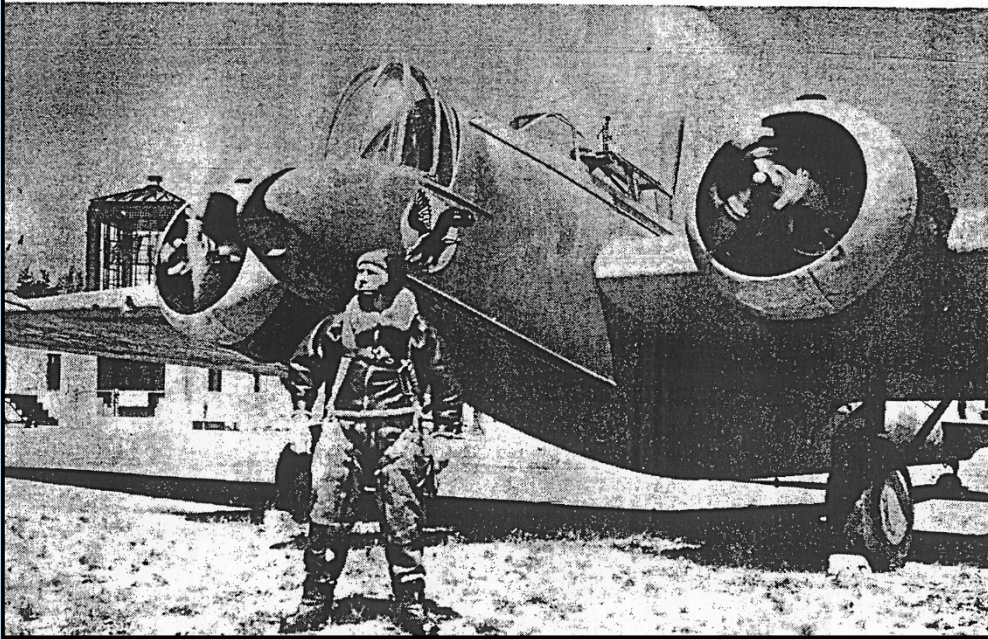
(Courtesy of Tom Hildreth)



Cpl. Sarah Egeland checks the oil

Manchester's Art-Deco Terminal Served Transitory Troops During World War II

These Are The Planes That Will Be Based at Manchester



EXTERIOR VIEW—Shown above is a view of the new Priorities and Traffic section headquarters building from under the wing of a C-46 transport that's waiting for its load of high priority cargo and passengers destined for overseas bases.

**Manchester Union-Leader Army Air Base Supplement
July 17, 1941**

State WPA Telegram to DC – Dec. 18, 1941

CLASS OF SERVICE	BY DIRECT WIRE FROM	1223	SYMBOLS
This is a full-rate Telegram or Cablegram unless its deferred character is indicated by a suitable symbol above or preceding the address.	WESTERN UNION		DL = Day Letter
	R. B. WHITE PRESIDENT		NT = Overnight Telegram
	NEWCOMB CARLTON CHAIRMAN OF THE BOARD		LC = Deferred Cable
	J. C. WILLEVER FIRST VICE-PRESIDENT		NLT = Cable Night Letter
			Ship Radiogram

The filing time shown in the date line on telegrams and day letters is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination.

WV72 33/32 NT=MANCHESTER NHAMP DEC 18 1941
PERRY A FELLOWS=
CHIEF ENGINEER WPA 1734 NY AVE NW=
RE STATE APPLICATION 15009 S/1 MANCHESTER AIRPORT FENCING
INCOMPLETE FENCE LEAVES ARMY BOMBERS UNPROTECTED IMMEDIATE
ACTION IMPERATIVE WPA FORM 309 SHOWS PROPOSAL AWAITING
ACTION BY OTHER FEDERAL AGENCIES DEC 15 PLEASE ADVISE=
JAMES P QUINN STATE ADMINISTRATOR.
814AM DEC 19.

RECEIVED
19 DEC 25 PM 3
GENERAL FILES

Ans. by Finance
B 0930 12/2
VA

*Finance Div. sending wire authorizing
insurance operation this A.M. 12/20/41*

Collection of The National Archives, College Park, MD

From 'Saga of the Spare Gunner' by Paul F. Lester, 776th Bomb Squadron

Once upon a time some kids went to war. Ten of us did it by flying in a Consolidated B-24 bomber. After training our crew picked up a brand new plane at Mitchell Field in Hempstead out on Long Island, N.Y.

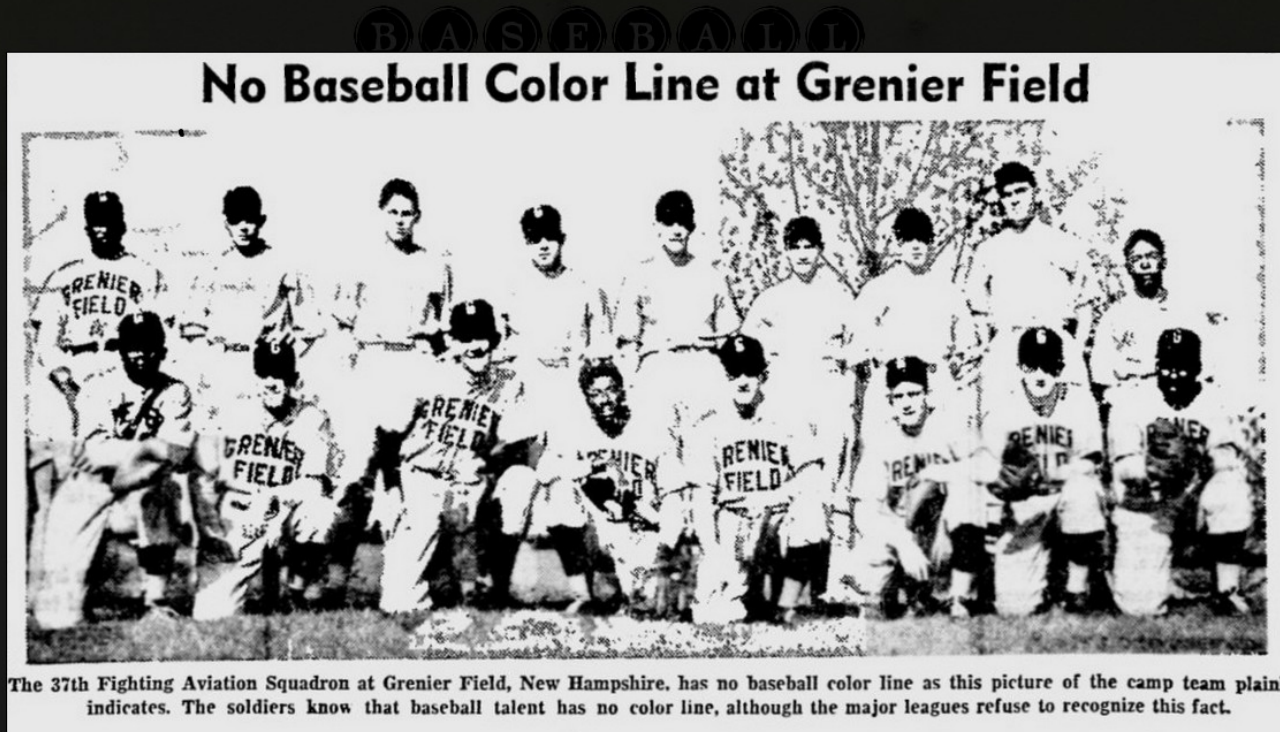
I alerted my dad, who was working in Hartford CT, and my mother back home in Manchester, NH. My dad, mom and younger brother came by train. My older brother somehow got enough gasoline stamps and drove down from Lynn, MA with his wife and daughter.

On their arrival, I informed them that I had just been told that there would be one more stop before leaving for overseas. Grenier Field in Manchester, NH was my point of embarkation (P.O.E.). I recall at Hempstead we were issued olive drab (O.D.) underwear and were required to turn in all white underwear. When I got to Grenier field I was able to have my mother visit me on base one more time through the efforts of the Red Cross leader.

I had no leave and asked to be able to have a pass to go home. The base Commander Col. John I. Moore spoke with me but denied the request. It was thought to be a risk, that should I desert, it would break the integrity of the crew gained from training together. This would be proved to be a false assumption by later events in my career.

The 14" deep dish apple pie my mother had baked was totally consumed by the six enlisted personnel as we flew to Gander, Newfoundland. The weather at Gander caused us to be held over before embarking on the next leg of the trip to the Azores. On takeoff we saw the smoking hole left by a Boeing B-17 that had crashed - providing us with ten lessons on the wastefulness of war.

37th Fighting Aviation Squadron Baseball Team



In the middle of WWI Grenier Field was an Army Air Corps training site. As at many other service bases the game of baseball was played. I'm not sure when teams became integrated for service teams, but in 1943 we can see that there was no color line in New Hampshire.

Posted by Mark Aubrey at 5:00 AM



Labels: 1943, The Afro American

Buck the Saint Bernard - Mascot of 33rd Air Base Group at Grenier Army Air Base



Buck with Cpl. B.N. Harding and Sgt. P.G. Bauknecht, circa 1941

Grenier Heights housing project looking west to east. South Willow Street is in the foreground beyond the Manchester Drive-In Theater.



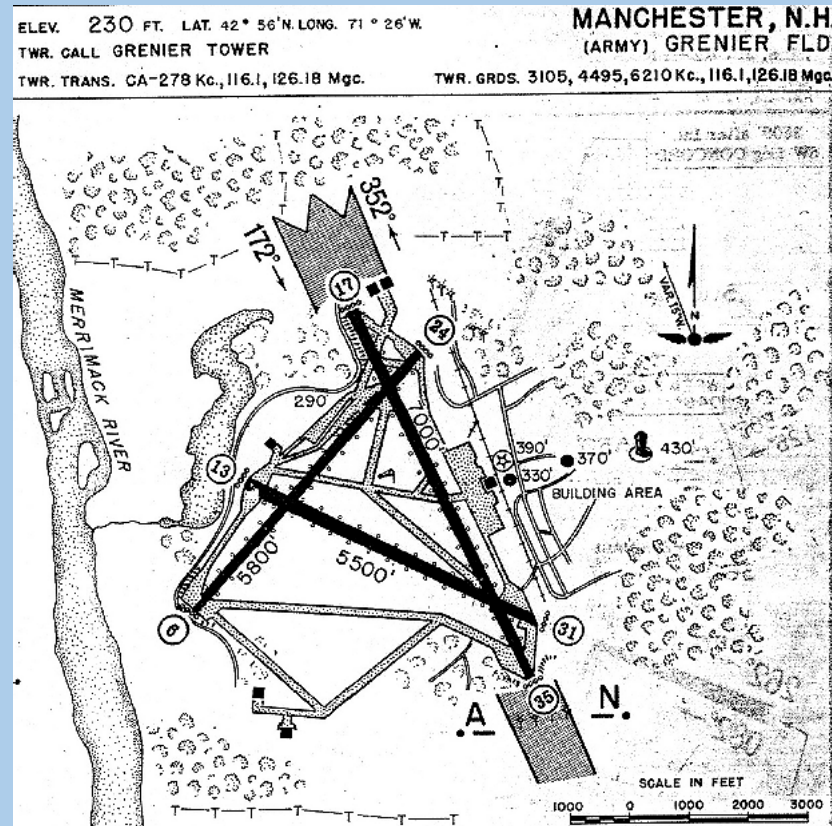
(Detail of a photo courtesy of the Manchester [N.H.] Historic Association)

July 1944 – Grenier Field's runways flanked mostly by B-17 bombers. This is the first known photo to show Runways 17-35, 13-31 and 6-24 identified by the compass-numbering system.



(USAF Microfilm courtesy of Tom Hildreth)

February 1947 chart © by E.B. Jeppesen, later a division of The Boeing Company



(Courtesy of Norman Houle)

Air Force 82d Fighter Group at Grenier AFB



North American F-51H Mustang 'Duchess'
(Courtesy of Tom Hildreth)

***A total of 31 P-51H Mustangs of the 82nd Fighter Group
crowd the tarmac at Grenier Field in 1948***



(USAF photo courtesy of Tom Hildreth)

North American F-51D Mustangs on the Tarmac at Grenier Field circa 1948



Kodachrome and all photos in this segment by Robert S. Fogg, Jr.



A Day on Grenier AFB in 1948









Maintenance Line







1948



1ST LT.
BILL LILLEY



1ST LT.
PAUL CARLISLE



CAPT
GEORGE 'BOB' CASEY

1948



2nd Lt. Robert Fogg, Jr.







A Day on Grenier AFB in 1948

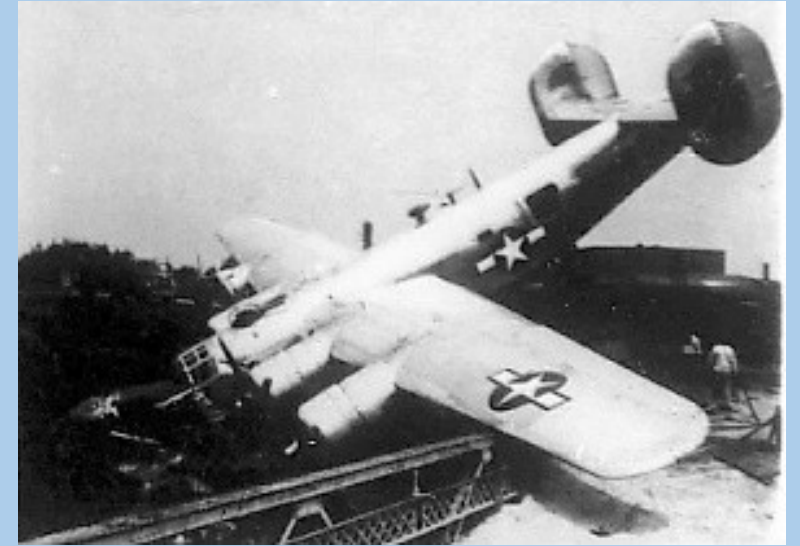


Mustangs in Winter

SNAFU - Situation Normal All F*CK*D UP!



Photo by Bob Raiche



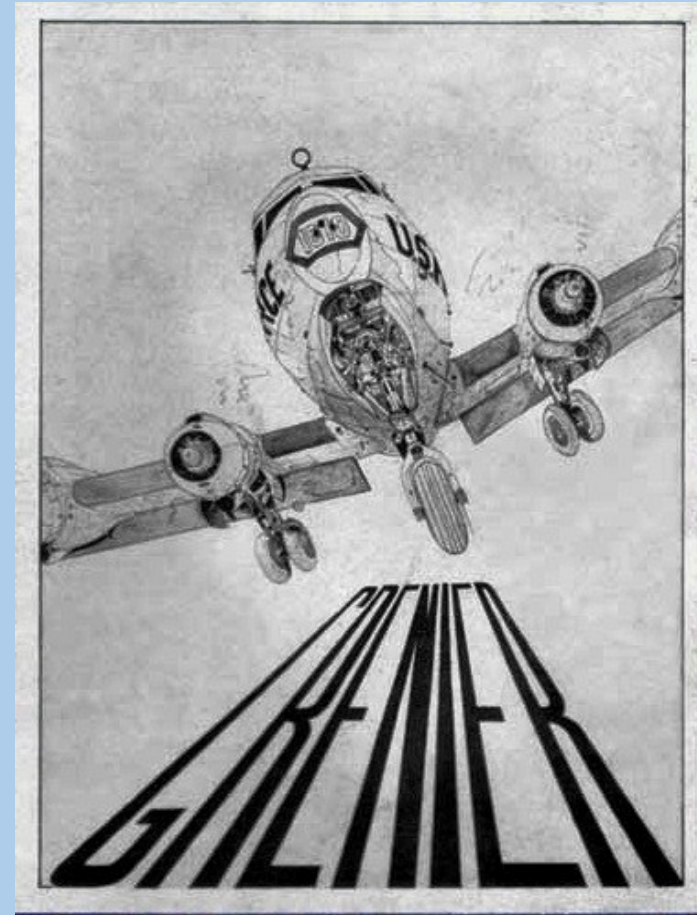
(Photos courtesy of Tom Hildreth)

Military Air Transport Service (MATS)

1610th Air Transport Group – Atlantic Division MATS



Courtesy of Paul Hannon



1610th ATG Yearbook 1954
(Aviation Museum of NH Collection)

The 1610th Air Transport Group Commanded by Col. Eugene C. Woltz



(Courtesy of Tom Hildreth)



Photo by Bob Raiche

1610th ATG Boeing C-97 Stratofreighters

- Lineup at Grenier Field



Photo by Bob Raiche

Officers Open Mess, Base HQ, NCO Open Mess



(Courtesy of Paul Hannon)



Joint Military - Civilian Air Service (1951-1966)



Northeast Airlines Restores Service to Manchester



**Passengers Alight from Northeast DC-3 NC30087
(Courtesy of the Manchester [N.H.] Historic Association)**

Northeast Airlines Served the Ammon Terminal Beginning in 1961

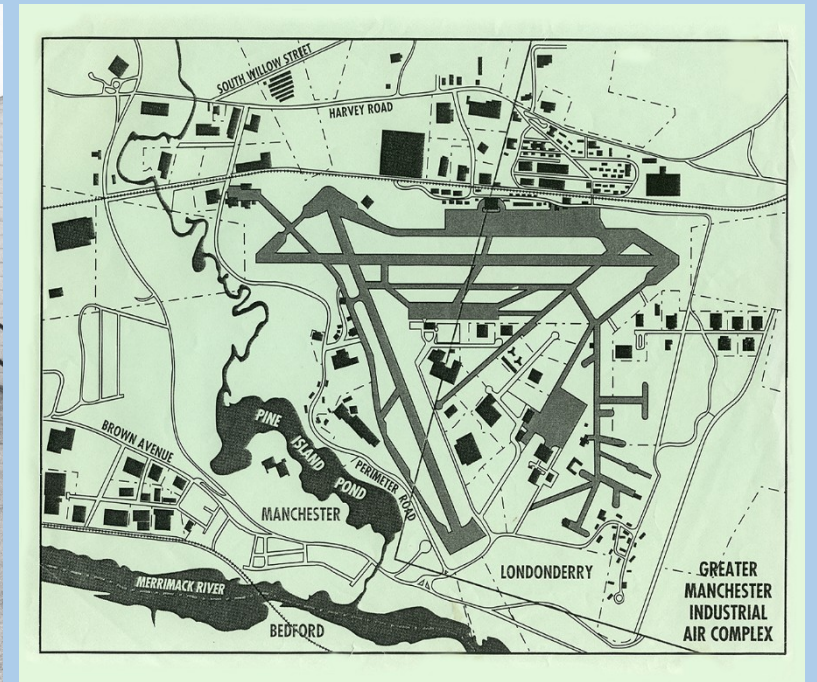


- Northeast Yellowbird Fairchild 227



(Courtesy of the Manchester [N.H.] Historic Association)

Greater Manchester Industrial Airpark – 1960s



(Courtesy of Paul Hannon)

New Hampshire Air National Guard

- Col. Paul R. Smith, Group Commander



Returning P-51 Mustang to the NHANG's North Hangar at Grenier Field in the early 1950s is Captain (now Lieutenant Colonel) James E. Cuddihee.

(Photos courtesy of Paul R. Smith)

Grenier Field, Manchester Airport, Sept. 29, 1961



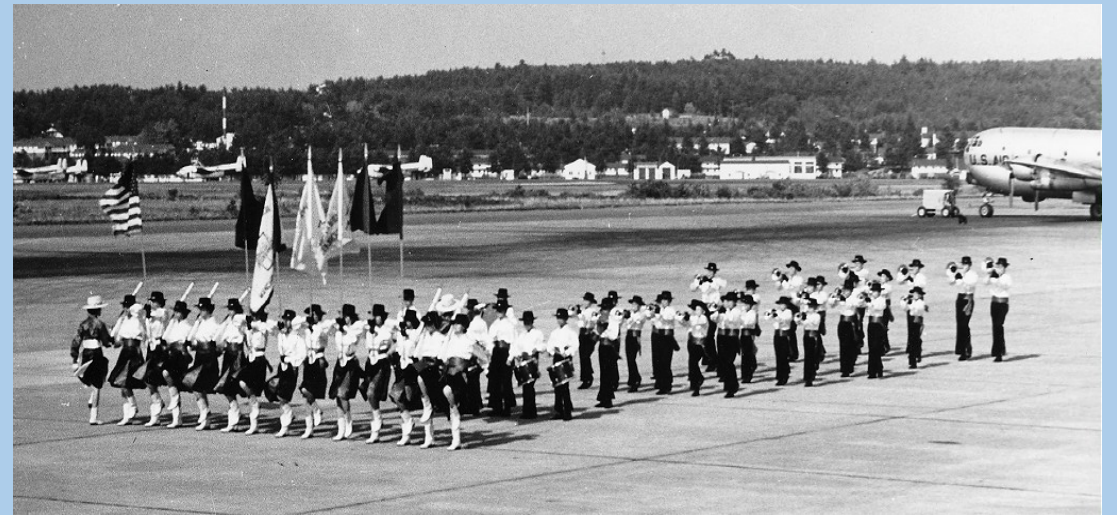
(Courtesy of Paul R. Smith)

NHANG Complex - Southwest side of MHT



(Courtesy of Paul R. Smith, circa 1962)

Manchester Boys Club The Muchachos Drum & Bugle Corps 157th Air Transport Group, August 24, 1962



(Courtesy of Paul R. Smith)

Senior Noncommissioned Officers and Commanders Pose with NHANG C-97 'City of Manchester'



Group of senior noncommissioned officers and commanders pose with NHANG C-97 named for the City of Manchester in 1960s. Front row, left to right: William Kordas, Chris Kouletsis, Armand Lavallee, Phil Bonnin, George Lindh, Jack Mumford and Jack Turner. Back row: Jim Blandina, Pete Pinseault, Luther Preston, Stanley Stogniew, Col. Paul Smith (Group commander), Roger Boisvert, Walter Colby and Richard Nault.

Grenier Field Air Shows in the 1950s and 1960s



(Courtesy of Paul Hannon)



**Grumman F-11F Navy Blue Angels 1958 Air Age Show
(photo by Paul S. Trask)**



**1958 Air Age Show
(photo by Ron Boucher)**

*Northeast DC-6B “Sunliner” N6587C was only about
One year old at the June 1958 Air Age Show*



Photo by Ron Boucher

The next-to-last USAF Air Show in 1964



**May 1964 – Only one more Armed
Forces Day Show would follow
(USAF photo courtesy of Tom Hildreth)**



**The military complex on the east side of
Manchester Municipal Airport in 1965
(courtesy of General Services
Administration)**

The Air Force Bids Adieux to Grenier Field

1st Lt. Bruce T. Cunningham and Capt. Charles Bardwell preflight their Fairchild C-119 Packet (Flying Boxcar) on the wet Grenier Field ramp



November 19, 1965 – Staff Sgt. Robert Draper, alone on the tarmac, awaits the crew destined to fly the last C-119 out of Grenier Field



(USAF photos courtesy of Tom Hildreth)

Two Towers at Manchester Airport



(Courtesy of Emanuel Lagerberg)



Photo by Jason Bisson

Manchester's Airport: Flying Through Time

1930s



(photo by Richard Worth)

2004



(photo by Keith Raiche)

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Mares & Foals at Calumet Farm Spring 2014

(c) Maurice B. Quirin

