

1945

Dow Field and Surroundings: 1379th AAF Base Unit North Atlantic Division Air Transport Command

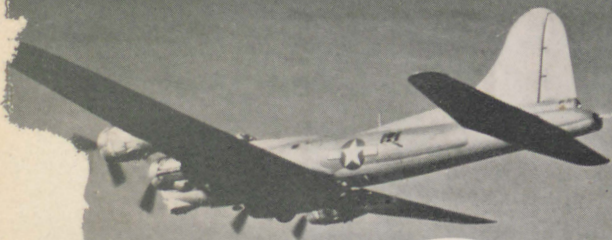
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79TH
BASE UNIT



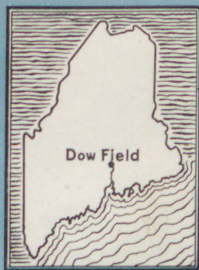
Air
Transport
Command

RTH ATLANTIC DIVISION

U.S. Army, Public relations office.

DOW FIELD

AND SURROUNDINGS



*1379th AAF Base Unit
North Atlantic Division
Air Transport Command*

☛ This booklet has been issued for the information of personnel at Dow Field, Bangor, Maine. Compiled by the Public Relations Office at the Station, and published by the New England Telephone and Telegraph Co.



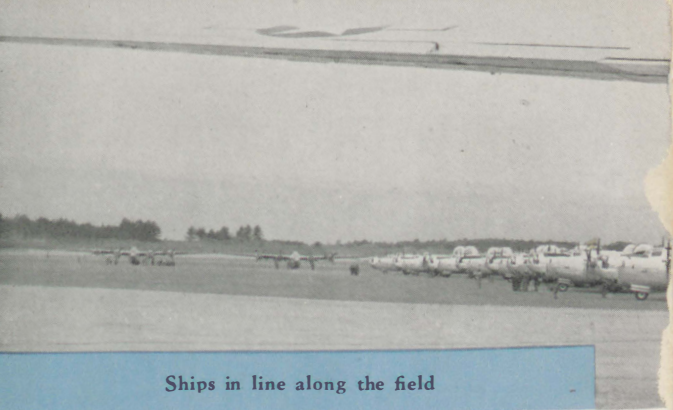
The Ground
Crew

DOW FIELD

Achievements

Dow Field, formerly called the Bangor Air Base, dates back to February 11, 1941, when construction began on the site of a small municipal airport, established originally as a northern terminus for Northeast Airlines. Most of the construction was completed during the summer and fall of 1941. Numerous buildings for barracks, storage, hangars and hospitals, were erected on what was formerly a low, swampy area. Extensive filling and seeding have produced an attractive area of well-kept lawns and fields, landscaped with thousands of trees typical of the local scene.

In 1941 and 1942, Dow Field was used mainly as a training base for bombing and reconnaissance groups, and as a training base for an aviation engineering regiment. One large bombardment group from Dow Field sailed on the maiden voyage of the Queen Mary as a troop ship — pilots flew their own planes, of course — but the large ground echelon went by boat.

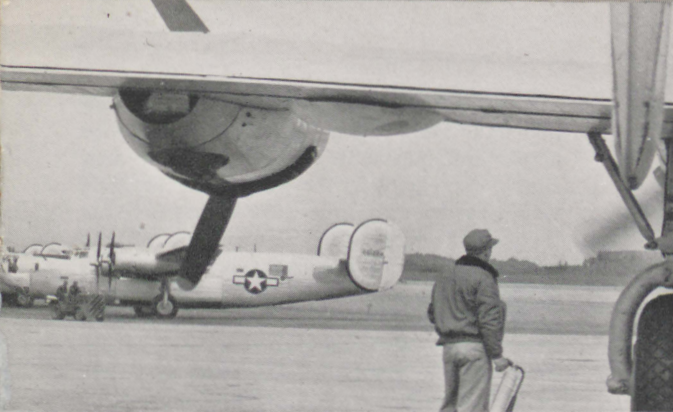


Ships in line along the field

Action in the Pacific

Ultimately landing in the southwest Pacific, this heavy bombardment group has participated in a great many attacks since that time. Its power was largely responsible for the tremendous victories scored against the enemy in the battles of the Coral and Bismarck Seas. Its planes went out on missions against the enemy in New Guinea, until finally the Japs were forced to leave control of the great island to us.

The group's blows against Truk, against the Carolines, and against practically every Japanese stronghold in that section of the world, have contributed materially toward the winning of the war in that theater. Honored twice by presidential citation, the personnel of Dow



Field's first large combat group has covered itself with glory and medals.

Mediterranean Raids

Other heavy bombardment groups have gone from Dow to the Mediterranean Theater, where they have excelled in fighting Germans. The tremendous raids on the Ploesti Oil Fields were made up largely of Liberator bombers which came through Dow Field.

The damage done to the enemy in this first big low-level attack on Rumania was incalculable. And the excitement and the tumult which accompanied this raid — the hell before the target was reached — the hell left behind when the target was hit — these are stories which can be told now only in part.

The 97th Bombardment Group, formerly stationed at Dow Field, was cited recently for heroic and outstanding performance of duty against the enemy in the Mediterranean area. Chosen as lead group of a formation of Wing Units of the Fifteenth Air Force on a mission to destroy vitally important enemy aircraft factories and installations at Steyr, Austria, on February 24, 1944, this Group proceeded toward the target despite severe and adverse weather conditions. Approximately 160 miles short of the objective, twenty enemy fighters made aggressive and persistent attacks upon the then unescorted formation. Proceeding on course, however, the bombers arrived at the initial point where they were savagely attacked by approximately 100 additional enemy fighters, using rocket, cannon, and machine gun fire. Fighting through to the target area where heavy, concentrated and accurate anti-aircraft fire was encountered, the Bombardment Group led the entire formation through for a highly successful bombing which virtually obliterated the entire enemy manufacturing center, and effectively stopped at its source a large portion of enemy fighter aircraft production.

Turning from the target area, the formation was attacked by successive waves of enemy twin engine fighters in line abreast, firing explosive rockets and heavy cannon. In the ensuing savage engagement, the 97th's gunners accounted

for the destruction of four, the probable destruction of three, and the damaging of two enemy fighters, the entire formation being responsible for over 35 enemy aircraft destroyed.

Noticing that the bulk of the enemy attack was now being concentrated on the rear group of their formation, the 97th requested its fighter escort to go to the protection of that group, disregarding the fact that such an act left its own planes exposed to more intensive opposition. With only one crew member killed, one wounded, and 18 of its aircraft suffering battle damage, the 97th Bombardment Group returned all planes and crews successfully to the base. By heroic leadership, determination, and combat efficiency of crews, and the professional



**The Hospital
Gateway**

skill and intense devotion to duty of ground personnel, officers and men carried to a highly successful conclusion an attack upon a target of highest priority. They reflected great credit upon themselves and the armed forces of the United States.

Aviation Engineers

Aviation engineers were trained at Dow Field in 1942 and 1943, working with various bombardment and reconnaissance groups. Practicing on the bombing range, the aviation engineers learned the techniques which have since been invaluable to our armed forces — building roads, air strips, hangars, and other aeronautical installations. Their training was not routine — it was tough. These were combat engineers — men trained to fight as well as construct. The air strips they built here were built under combat conditions — under the accompaniment of ground strafing, simulated bombing, surprise attacks from adjacent woods, night alarms, and all conditions that make work difficult in real battle.

It was a natural result of such training that when Dow's Aviation Engineers took off in late 1943, they took with them a very high degree of skill. Going into three different parts of the world, they are participating now in the biggest American shows. One group, originally stationed in England, later built advanced air-



Refueling

dromes on the continent for the attack on Germany. One advanced with our forces up the Italian Peninsula. Another group, reputed to be the toughest of the three, has been a day or two behind the Marines in the capture of many Pacific Islands and atolls. Often, with shooting going on around them, they are building the air strips from which our planes take off for still more offensive action.

So from the sun-drenched tropical islands of the remotest Pacific to the blood-stained soil of a now free France, Aviation Engineers from Dow Field are making history.

Air Transport Command

In the summer of 1943, the Air Transport Command began using Dow Field as a link in its mighty chain of bases across the North Atlantic.

Through this base flowed countless planes destined for the European and other theaters of war. When we read of the merciless pounding of the European continent by American bombers, we can be proud of our share in sending them there.

In April, 1944, Dow Field became Station No. 3 of the North Atlantic Division of the Air Transport Command. On August 1, however, the Base was reorganized and became the 1379th AAF Base Unit. It is now a full-fledged partner in the greatest global airways system ever devised. Missions of the Air Transport Command are: to transport by air priority cargo, mail and personnel to all theaters of war; to ferry tactical aircraft to various air forces within and without the United States; and to control and operate a system of air bases which dot the 125,000 miles of ATC airways throughout the world. In addition, ATC handles the evacuation of the sick and wounded from points over seas to hospitals in the rear, and in this country.

The North Atlantic Division, of which Dow Field is an integral part, covers the entire North Atlantic Area, including bases in Canada, Labrador, Newfoundland, Baffinland, Greenland, Iceland, Bermuda, and other remote and previously inaccessible places. In 1943-44, the North Atlantic route was flown without interruption for the first time during a winter season. Not a transport plane was lost during the



Hangar and Planes

months from November through March, in spite of a greatly increased flow of tactical aircraft to meet the then impending invasion.

Dow Personnel

Dow Field was renamed in 1942, in honor of Lieutenant James F. Dow, of Houlton, Maine, who was killed in an aircraft accident at Mitchel Field, New York. It is now populated with soldiers who have been returned to the United States, after service in England, Scotland, France, Italy, Africa, India, China, Australia, New Guinea, Hawaii, Alaska, Labrador, Baffinland, Newfoundland, the Northwest Territory, Iceland, Panama, Trinidad, and every other remote corner of the globe.

Dow soldiers have mushed across Arctic trails, guided by Eskimos. Dow soldiers have fed elephants by air in Burma, and chased bandits by airplane across the Sind desert of

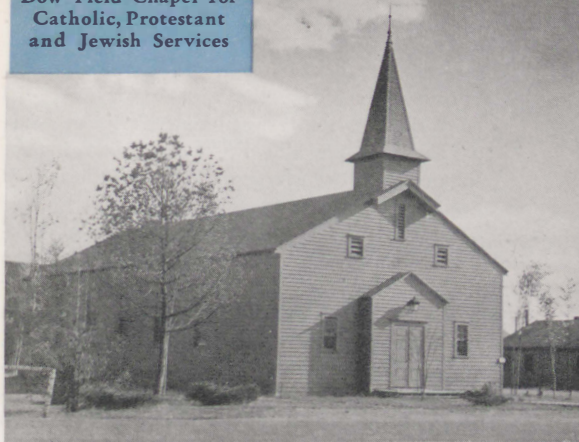
India. They have wallowed in the mucky swamps of tropical Africa. Transformed into sailors by being members of crash boat crews on lonely oceans, they have coasted along lands hardly charted before. Dow airmen have helped establish and build bases in practically inaccessible spots—bases now mighty bastions of American strength.

Dow flyers have flown the famed Hump of the Himalayas, and have seen the glory of the sunrise over the hills of earth's greatest upheaval. They have faced death — and met death — at the hands of Jap snipers and strafers. Jap bombs have destroyed airfields built by Dow Engineers who, emerging from their foxholes, have built again.

Dow men have bailed out of ships in Arctic wastes and in tropical jungles. Many were months in getting back to civilization — but they got back.

Dow Field can be proud of the well-trained soldiers who have left the Base. The First Commanding Officer, now Brigadier General Carl W. Connell, was just that kind of fighting man. Leaving here in early 1942, he was assigned as Commanding General of the 5th Air Service Command in the South Pacific, and was decorated for the magnificent job he did of supplying our men down there with the sinews of war. The citation honoring him says that a great share of the victory over New Guinea can be attributed to his untiring efforts.

**Dow Field Chapel for
Catholic, Protestant
and Jewish Services**



Many Dow Field Achievements

In addition to achievements in combat, of which Dow Field is justly proud, it is helping to smash all records for trans-Atlantic air traffic, as part of the very important North Atlantic Division of the Air Transport Command. During the first six months of 1944, the Division carried more cargo, mail and passengers than in all of 1943. And the tempo has been considerably stepped up since that time.

It was also recently revealed by Air Transport Command officials that the revolutionary and successful flying of the North Atlantic route during the winter months of 1943-44

resulted in the saving of more than 14,000 "bomber days" for the Eighth Air Force in England. Previously, winter deliveries of tactical aircraft for the European and African theaters had been forced to go over the longer South Atlantic route.

Giant C-54 transport planes have been making several hundred trans-Atlantic round-trip flights each month, firmly establishing a regular daily air schedule linking the United States with Europe and Africa. The four-engined cargo aircraft take off from bases in this country loaded to capacity with priority cargo, passengers and mail for terminals on the two continents across the water. The number of daily trans-Atlantic flights has mounted continually since inauguration of year-round operations.

Cargo tonnage carried was four times, and mail to troops over seas nearly five times as great during the first six months of 1944. War-important passengers flown to and from England and Africa through June 30 of this year doubled the figure for all of 1943.

In its operations over the North Atlantic, the Air Transport Command uses both civilian and U. S. Army crews. American Airlines and Transcontinental Western Air operate Army C-54's on trans-ocean hops, and Northeast Airlines operates C-46 aircraft in inter-base operations for the North Atlantic Division.

In addition to the dispatch of cargo and tactical aircraft, the North Atlantic route han-

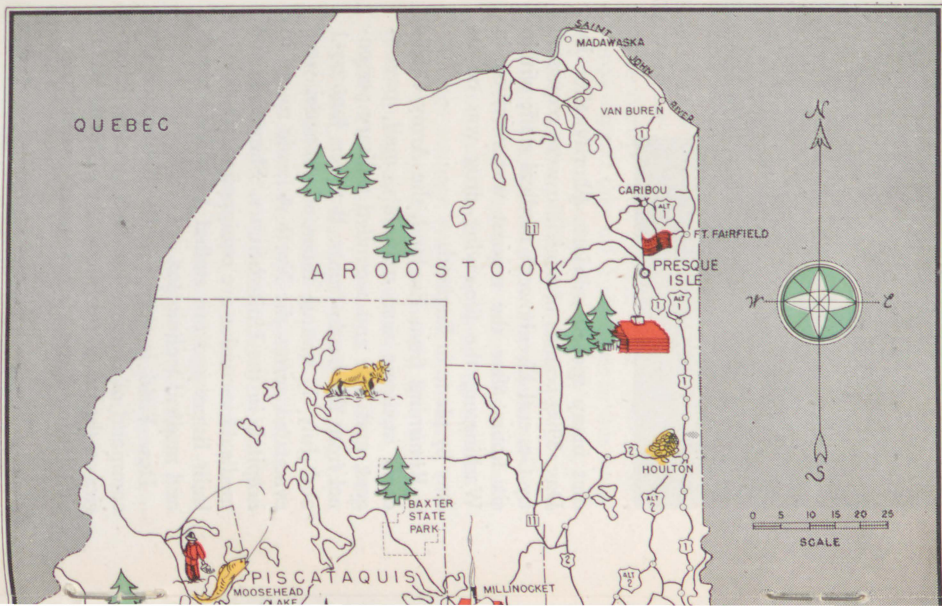


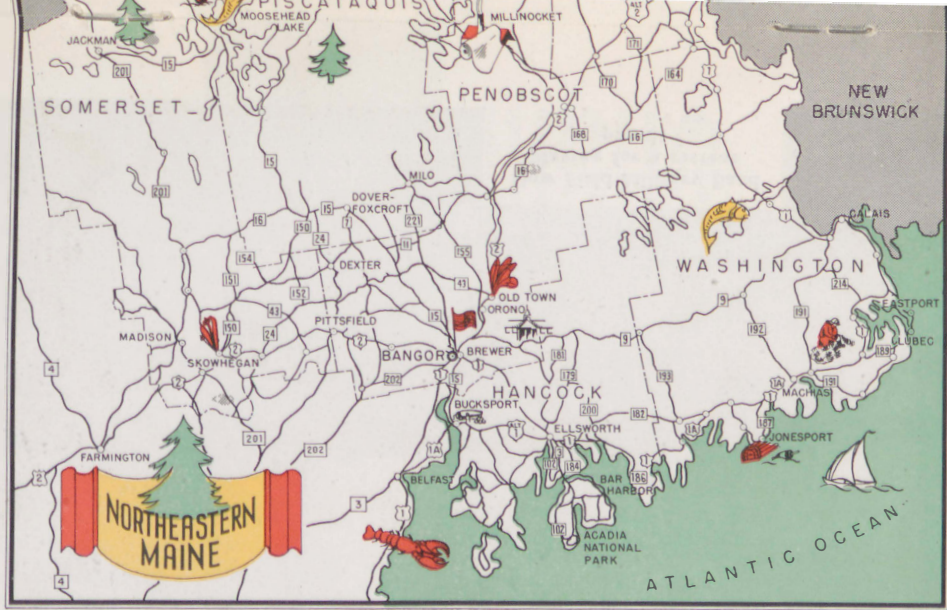
An "Air-minded"
WAC

dles many special missions. Shortly after D-Day, 8900 pounds of penicillin were requested by General Eisenhower's medical staff; within six hours after the request was received in Washington, the life-saving drug was on its way by plane to England.

Returning from England, the Army C-54's carry strategic war materials, mail, passengers, and sick and wounded military personnel from the battle fronts. Between January 1 and July 1, several thousand patients were evacuated across the North Atlantic routes to hospitals in the United States. Ships used for medical evacuation are equipped with specially built litters and are staffed by trained nurses and medical technicians.

Dow Field is very proud, that under the command of Colonel James C. Jensen, it carries on the proud traditions of the North Atlantic Division of the Air Transport Command.





QUEBEC

AROOSTOOK

SOMERSET

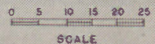
PENOBSCOT

NEW
BRUNSWICK

WASHINGTON

NORTHEASTERN
MAINE

ATLANTIC OCEAN



SAINT
MADAWASKA

VAN BUREN
RIVER

CARIBOU

FT. FAIRFIELD

PRESQUE
ISLE

HOULTON

PISCATAQUIS

MOOSEHEAD
LAKE

MILLNOCKET

JACKMAN

MILO

DOVER
FOX CROFT

DEXTER

PITTSFIELD

MADISON

SKOWHEGAN

FARMINGTON

BANGOR

BREWER

BUCKSPORT

HANCOCK

ELLSWORTH

BAR
HARBOR

ACADIA
NATIONAL
PARK

BELFAST

OLD TOWN

ORONO

CAHAIS

EASTPORT

ALBEC

MACHIAS

MONESPORT



**Dow Field Military Band
playing for a retreat
parade**

DOW FIELD

Facilities

Dow Field's recreational and service facilities were laid out with a farsseeing eye to accessibility. Within a stone's throw of each other are a fine modern post exchange, complete with restaurant; apparel and jewelry shops; a barber shop; a new and up-to-date telephone center; the chapel, which is always open; the post theater, featuring the latest in good movies; the gymnasium, where the soldier



**At left — Dow Field Dance Band. The "Men of the Air"
Below — Base Library**





A popular spot at the Post Exchange . . . the magazine and news stand

can build a rugged body ; the general mess, with plenty of good substantial food always available; the recreation building, which features U. S. O. shows, dances, and about every other type of entertainment; the NCO Club, where the convivial men of rank gather; the library with 4,000 fine new books appealing to any taste; and numerous day rooms for ping-pong, relaxation, and letter writing.

The entire Base, carefully laid out by skilled planners, is so designed that it is easy to get where you want to go without wasting time. Transportation requirements are cut down to a minimum, since you can walk anywhere on the Base in a couple of minutes. Efficient bus transportation from Bangor, and low taxi rates, make getting to and from the city an easy matter.

The TELEPHONE CENTER

The Telephone Center at Dow Field is for the convenience of men based here, of visitors, and of men returning from over seas, in making telephone calls. For security reasons, men in transit to overseas points are not permitted to make telephone calls.

The Center, located in Building T-210, is open from 8 a. m. to 10:30 p. m. daily. From 4:30 to 10:30 p. m. attendants are on duty to assist with calls, to make change, and to supply any telephone information you may need. For the rest of the time that the Center is open, the telephone booths may be used in the regular way. For your convenience, comfortable seating facilities are provided, and magazines, stationery, cigarettes and matches are also furnished.

Some Things To Remember

Plan what to talk about in your call in advance, so as to say as much as possible, and to get all the news you want to hear, in a few minutes.

When using the Center, please wait near the

telephone if your call is delayed. If you leave, the operator may not be able to reach you, and you may miss the call when it comes through.

When making a call in the regular way, remember not to deposit your money until the operator asks for it. On long-distance calls, please have enough change. If you do not know the rate, ask the operator.

Every night between 6:00 p.m. and 4:30 a.m. and all day on Sundays, the rates on long-distance calls are lower than on week days.

A Station-to-Station call is one on which you talk to anyone who answers at the telephone called. The charge begins when the called telephone or switchboard answers.

A Person-to-Person call is one on which you ask to talk to a particular person, telephone or department. The initial charge is higher than for a station-to-station call, but it begins only when you reach the person or department you want.

Directories for many cities throughout the country are on file at the Center for your use, if you need them.

There May Be Delays

The Telephone Company realizes the importance of calls to men and women in service, and puts such calls through as quickly as possible. Some delays may be unavoidable, however, due to the large volume of calls now being handled.

NORTHEAST MAINE

The great forest and lake region of northeastern Maine is comprised of six counties, and is an area as rich in beauty as in resources. Lakes and rivers provide a huge amount of water power. Of 15,000,000 acres of timberland in the state, nearly all of it is in this section which also includes the huge potato fields of Aroostook County, the world-record blueberry production of Washington County, large apple crops, and many fine dairy farms. Maine has a long coastline, too, and commercial fishing provides the state with one of its largest industries.

**An old covered bridge across
the Kenduskeag River**



Penobscot County

Bangor lies at the southern tip of this county. Immediately above it is Orono, home of the University of Maine, and Oldtown. Towards the middle of the county are great lumber, pulp and paper mills.

Somerset County

Split by the Kennebec River, through which valley Benedict Arnold's Quebec expedition passed in 1775, this county has much of interest, from the textile mills to the well-known summer theatre at Skowhegan. From Jackman, the highway crosses the border of the state, and continues northwest to Quebec in Canada.

Hancock County

One of the state's coastline counties, it includes Mt. Desert Island with its eighteen mountains, twenty-six lakes, and many headlands. Here is Acadia National Park, the only such park on the Atlantic Coast. U. S. Highway No. 1, in passing through this county, touches Bucksport, with its famous "Jed Prouty Tavern"; Orland, near a government fish hatchery; and Ellsworth, home of the Black Mansion, housing a fine colonial collection.

Washington County

This is the easternmost area of the United States. Off its coast, far out in the Atlantic,

stands an isolated lighthouse on Petit Manan Island. Here at Eastport the Quoddy Dam project makes use of the 24-foot tidal fall to produce electric power. This county, too, borders on a part of Canada, and is the site of battles, naval and military, fought during the Revolution and the War of 1812. In the town of Perry is the exact halfway point between the equator and the North Pole.

Piscataquis County

This "county of the lakes" includes Moosehead Lake, forty miles long and twenty wide. This area is the center of a section nationally known for its scenic beauty and its unexcelled fishing facilities. Mt. Katahdin, with its 5672-foot crest, is in the Baxter State Park, and is the northern end of the Appalachian trail.

Aroostook County

Maine's northernmost county, famous for its potatoes, contains a million acres of good farmland. It is rich, too, in geologic and historic data. In Caribou the Nylander Museum attracts visitors who, in normal times, come from all over the world to study the fossils in its collection. Blockhouses and sites at Fort Kent, Houlton and Fort Fairfield date from early times, and the traveler with historic leanings will find much to interest him in this area.



MAINE HUNTING *and* FISHING

P Practically every part of Maine, and the northeast section, in particular, has hundreds of lakes where game fish abound. For anyone who can take advantage of the opportunities here, full information on places to go is easily available from local sources. In one part or another of the state, one finds Atlantic salmon, landlocked salmon, chinook salmon,

brook trout, black bass, brown trout, rainbow trout, lake trout or togue, white perch and pickerel.

Game is equally plentiful. By means of camera or gun, in open seasons, there is opportunity to hunt deer, moose, bear, bobcats, fox, raccoon, rabbits, partridge, woodcock, ducks and pheasants.

CITY *of* BANGOR

The City Today

Sixty miles up the beautiful Penobscot River from the coast, the City of Bangor serves as a gateway to the famous North Woods. It has a population of 29,822, and is the financial and commercial center for northeastern Maine. In addition to its normal business and industrial activities, Bangor is also a vacation and tourist center, and a large share of the hunting and fishing facilities for which the state is famous is easily available to anyone located here.

Places of Interest

Public Library, Harlow Street. Over 200,000 volumes, the Bangor Historical Society Collection.

Home of Hannibal Hamlin, vice president under Lincoln; Fifth Street.

Peirce Memorial to the Penobscot River Drivers; Harlow Street, commemorating the men who helped develop the lumber industry. Designed by Charles E. Tefft, native of Brewer, Maine.

Veterans' Memorial, with unique illumination; Norumbega Mall, Cascades Park; State Street. Multi-colored fountains and waterfalls.

Battleship Maine Monument, Davenport Park, Main Street. Memorial to soldiers of Spanish War, bearing shield of the battleship "Maine", sunk in Havana Harbor.

Tablets to Champlain and Edes in Kenduskeag Parkway and Maltby Park.

Historic Bangor

Samuel de Champlain, founder of Quebec, visited the site of Bangor as early as 1604. Then it was an important camping ground of the Penobscot Indians. It was not until 1769, however, that the first settler, Jacob Buswell, appeared. Slowly the settlement, known by various Indian names, grew in size. After the Revolution the little group was incorporated as a town in 1791, under the name of "Bangor", title of a favorite hymn of Pastor Seth Noble.

In 1820, Maine, until then a part of Massachusetts, became a separate state, and fourteen



Business district in downtown Bangor

years later Bangor was incorporated as a city. In 1870, because of the vast timberlands only a little way to the north, and with shipyards lining the river, Bangor became the greatest lumber market in the world.

One of the first steam railroads in the country was the Bangor, Old Town and Milford. The second electric trolley system in the United States was operated here, and the first iron steamboat built in America was for the Bangor-Boston route, and was named "Bangor".

NOTES

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*Pictures of Dow Field in this booklet
are official Army photographs*

CALENDAR for 1945

January

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