

HORIZONS

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*The Massachusetts Air and Space Museum inspires new generations to explore,
experience, and pursue interests and opportunities in science and technology*

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Massachusetts Air and Space Museum 200 Hanscom Drive Bedford, MA 01730 www.massairspace.org

Angel FlightTM NE



Mason and his Dad fly with AFNE regularly to access the complex medical treatments for his burns. Since 2011, Angel Flight NE has coordinated over 300 FREE flights for Mason. He's a normal kid facing abnormal obstacles, and he is conquering those challenges every day with flying colors.

Altruism is defined as the belief in or practice of disinterested and selfless concern for the well-being of others. If you're looking for a living example of this term, you need look no further than **Angel Flight NE**. What started out twenty-three years ago as a method of making a positive difference in the lives of a few people in need has grown into an industry staffed by volunteer pilots, volunteer ground support personnel, a small but dedicated staff of specialists, and a close association with both corporate sponsors and

major airlines that provide seats for passengers who have a very special reason for flying. Angel Flight NE was the idea of Fr. Larry Camerlin, a former Franciscan Friar who is ordained as a priest in the Old Catholic Church. For a time, Father Camerlin ran a successful ambulance service in northeastern Massachusetts. As rewarding as that may have been, he wanted to continue both his ministry and some form of service to others. He was inspired by a similar Angel Flight organization and, being a pilot himself, he began providing air services to those who are geographically removed from the best medical care available. While getting patients to and from their specialized medical care they need is relatively simple, Fr. Camerlin pioneered a way to do it where it costs the patients absolutely nothing.

Unlike air ambulance services, that pick up patients and deliver them to medical facilities, Angel Flight NE is not a one-way proposition. It not only transports patients to the hospital, it returns the patient back home after they have had their required treatment. And,



Pilot Andy A. and his passenger, John B. at Lawrence Airport. John is also a pilot, and a frequent flyer with Angel Flight, NE.

Over the two-plus decades that Angel Flight NE has existed, Fr. Larry and his people have recruited hundreds of private pilots who donate their time, aviation talent, airplanes, and the fuel along with maintenance of



Fr. Larry Camerlin busy at his desk

the aircraft, but most of all, COM-PASSION. To date, they have scheduled over 77,000 individual flights with hundreds of patients going to hundreds of destinations. In cases where there has been a lay-over due to weather, these volunteer pilots have even sprung for the costs for food and lodging for their passengers out of their own pockets.

Father Camerlin knows that the fundamental element needed for anyone to be cured of any catastrophic illness is hope. If they live remotely from the medical treatment they require, hope is a rare com-



Angel Flight NE base of operations center is located in the main terminal at Lawrence Airport.

modity. Angel Flight NE removes the seemingly unconquerable obstacle of geography and makes any medical facility in the northeastern United States a reality. Some patients have traveled with his volunteer pilots hundreds of times in order to meet their specific treatment requirements.

In addition to the many volunteer pilots, there are Earth Angels who furnish free ground transportation in their own vehicles to/from airports to medical facilities in order to alleviate ground transportation stress.

Some flights are short; less than an hour. But even in that short window of time, patients are elevated from the ground and given a different view of the world around them. They often forget their afflictions, even if only for an instant, and they actually relax. It is in these moments of relaxation that Fr. Larry

they do all this for FREE!

Over the course of the

insists hope exists.

During a recent visit to Lawrence Airport, a 1974 Beechcraft Bonanza landed and taxied to the tarmac right in front of the Angel Flight NE offices. Pilot Andy A. and patient John B. emerged from the aircraft. Andy had just logged his 79th Angel Flight. He is active in the real estate and insurance businesses in New Jersey, but he's been volunteering to fly patients over the past twelve years. He especially enjoys flying John for his treatments at Massachusetts General Hospital because John is a fellow pilot. Andy enjoys having another trained set of eyes in the cockpit, and another ear on the radios as they fly his aircraft.

John was diagnosed in 2016 with a form of cancer that had been devastating to his throat. There was little hope for a successful solution to the problem, except for a unique and promising immunotherapy regimen being offered at MGH. The problem was getting there. John is an industrial salesman, and coordinating and paying for the travel between his home in the Garden State and Boston was beyond his reach, until Angel Flight NE entered his life.

Since his diagnosis, John is not only emblematic of the success of Angel Flight NE, but also of the treatment program he's been undergoing. He is now cancer-free with an excellent prognosis for the future.

John explained that he has family in Andover with whom he stays the night before his treatments. He then hops on the commuter train to MGH, then back to Andover at the end of the day. The following morning, he is able to be back in the air with an Angel Flight and on his way home. His time away from work is minimal, and the impact on his wallet is nothing. He stated that even if weather keeps him from flying, he can always climb aboard an Amtrak train and get back home. It's not as fast, but it gets him there, and Angel Flight NE coordinates everything at NO CHARGE.

The program was self-funded in the beginning, but corporate sponsors are a big part of what makes Angel Flight NE a modern success. One long-term



Pictured Above (left to right): Ashley, AFNE Volunteer Pilot Jim S., Michelle & Earth Angel Sister Mary

Michelle is participating in a new clinical trial at Dana-Farber Cancer Institute in Boston. After her treatment last week, Earth Angel Sister Mary ensured that Michelle and her cousin Ashley arrived at the Lawrence Municipal Airport in North Andover, MA so AFNE Volunteer Pilot Jim S. could fly Michelle and her cousin Ashley back home to Maine. **Blessings All Around!**

As a mother of two young children and with the love from her family and all her friends, Michelle is determined to beat her cancer! From her glowing smile, you can just tell that she is a strong, brave fighter who is going to show cancer who's BOSS!!

supporter of AFNE's mission is Hasbro, the toy company. It not only supports the organization with grants, but also provides unlimited age-appropriate toys for the children that Angel Flight NE flies. Massport waives all landing fees at all the airports it operates, and the FAA has special call-signs and special handling for Angel Flights NE. Not every Angel Flight NE volunteer is a pilot. From the hundreds of Earth Angels who provide free ground transportation to the volunteers at fundraising events ... it takes an army.

There are three major ways to ensure Angel Flight NE's future success. First, consider being a donor by

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MASMS SOUTHEASTERN MASSACHUSETTS AVIATION CAREER FAIR

Southeastern Massachusetts Aviation Career Fair

The Massachusetts Air and Space Museum, in cooperation with the Barnstable airport, is pleased to announce that we will be holding the first Southeastern Massachusetts Aviation Career Fair on Tuesday, October 15th. This will be an opportunity for students, grades 8 to 12, from Cape Cod, the Islands and the region to explore the numerous career opportunities in the fields of aviation and aerospace.

A number of exhibitors from companies and government agencies are expected to be on hand to share their experiences and job growth in their respective fields. We have reached out to many school districts in the areas and have received a positive response from them. This is our first venture into creating a program of workforce development for a career in these fields.

If you would like to assist with this venture, please notify

Keith Young (kyoung@massairspace.org) or

Joe Dini (jdini@massairspace.org).

You can learn more about Angel Flight NE by visiting www.angelflightne.org or by calling (978)794-6868





LIEUTENANT GENERAL LAURENCE CARDEE CRAIGIE U.S. AIR FORCE

Bay State Boy Responsible for New Idea for Aircraft Development

Although Laurence Cardee Craigie was born and spent some time in New Hampshire, his formative years were spent in Concord, Somerville and Stoneham, Massachusetts where he graduated from high school. He proceeded directly to the U.S. Military Academy at West Point from which he graduated in 1923 and branched to the Air Service. In those days, the beginning of an Air Corps flying career commenced in Texas, where basic and primary schools were in and around the city of San Antonio. After his own flight training, he served as a flying instructor at both Brooks and Kelly Fields.

After a two-year stint as an engineering officer in the Panama Canal Zone, and after varied assignments over the next several years, Craigie was sent to the Air Corps Engineering School at Wright-Patterson Air Field in Ohio. He graduated and was promoted to captain in 1935, and two years later was named assistant chief of engineering section. In 1939, he graduated from the Army Industrial College and was as-

signed as the assistant executive of the Experimental Engineering Section at Wright-Patterson.

In March of 1941 Major Craigie graduated from the Air Corps Tactical School at Maxwell Field in Alabama, subsequently named chief of the Aircraft Projects Branch at Wright-Patterson, and promoted to lieutenant colonel in November of that year.

Less than a year later, Lt. Col. Laurence Craigie



Bell XP-59A—America's first jet-powered aircraft

became the first pilot in the United States armed forces to fly a jet-powered airplane. He was flying the XP-59 on a flight over Muroc Dry Lake, California after the initial flight that was handled by Bell's chief test pilot, Bob Stanley. Craigie remarked in later years that it took over two miles before the airplane lifted



Bell XP-59A with camouflage faux-propeller

off the lakebed, but he further observed how noticeably quiet the jet was compared to piston-engine aircraft. It didn't have rattling and shaking associated with propeller-driven, nor the cyclic whir that was common with twin-engine operation.

In 1943, Col. Craigie assumed command of the Boston Air Defense Wing. That same year he also commanded the 87th Fighter Wing out of Mitchel Field in New York.

In 1944, Brigadier General Craigie was assigned as the commander of the 12th Air Force 63rd Fighter Wing, and was in charge during the invasion of southern France. By the end of that year, he was back at Wright Patterson serving as deputy chief of the Air Technical Service's Engineering Division, and elevated to chief of the division at the end of the war and promoted to Major General.

Craigie attained his third star in 1952 while serving as Deputy Chief of Staff For Research and Development in Washington. He served with distinction as commander of NATO's Allied Air Forces in Southern Europe prior to his retirement in 1955, never forgetting that day on the dry lakebed when he became the first military pilot to fly a jet airplane. ➡

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providing funds to support its mission and operations. Each flight costs approximately \$300 to coordinate. Contributions can also be done through legacy giving. Many support AFNE through their estates and in wills. And then there are the corporate sponsorship opportunities which are greatly appreciated and recognized.

Second, Angel Flight NE is always looking for new volunteers to help with their worthy cause. Qualified pilots are always welcome, but Earth Angels are just as important as those who take to the skies.

Finally, Angel Flight NE needs assistance to spread the word. One of its largest hurdles is often working with medical facilities and how to better get the word to patients in need. After countless meetings and presentations, it is hard for medical teams to understand that this service is provided completely FREE and for as long and as often as patients need assistance.

To help spread the word, Angel Flight NE hosts events to raise money and awareness. For example, Sunday, **September 8, 2019** AFNE will hold the 9th annual **RIDE FOR ANGELS**.

This is a non-competitive cycling event, participants can ride in four distances (20, 40, 60 and 100 miles). Each rider gets an event t-shirt, can access rests stops with food and drinks along the way, and receives a BBQ luncheon at the end. Visit www.rideforangels.info, email: rideforangels@angelflightne.org, or scan the QR code for details.



The 22nd annual **Evening of Angels** will be held on Friday, **November 15, 2019** at the Seaport Hotel in Boston. Cocktails begin at 5:30 PM, with dinner, silent and live auctions, and dancing to follow. This is hosted by WCVB Channel 5 and rooms at the hotel are available at special rates. Call **1-978-794-6868** to reserve your seat or an entire table. ➡

C.A.V.U

Most people familiar with aviation know that the abbreviation “CAVU” stands for “*Ceiling and visibility unlimited.*” In this recurring feature of ***Horizons***, your ability to see clearly into the history of aviation will be tested through identification of flying machines that once were. The first reader who submits the correct answer will be entitled to bragging rights and have their name and answer published in the subsequent edition of ***Horizons***. Submit your name, the name of the aircraft, the type or version (if applicable), and the country where it was manufactured to the editor-in-chief of ***Horizons*** at: horizons@massairspace.org

Here is your challenge for this edition:



June 2019 Edition's Answer



Short SUNDERLAND Mk V—Great Britain

Maritime reconnaissance flying boat, 10 crew members, **Max. speed:** 213 mph, **Ceiling:** 17,900 ft, **Range:** 2,690 miles, **Dry weight:** 36,900 lbs., **Max. take-off weight:** 65,000 lbs.

Dimensions: Wing Span 112'-9.5", Length 85'-3.5", Height 34'-6"

Powered: four 1,200 HP Pratt & Whitney R-1830-90B Twin Wasp radial piston engines

Armaments: two 0.5" trainable machine guns, plus four fixed and six trainable 0.303" machine guns, plus max. of 4,960 lbs. of bombs or depth charges.

Kudos go to David W. Graham for being the first to correctly identify this mystery aircraft from the past.

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The Massachusetts Air and Space Museum will soon come to life in Massachusetts. Your help is needed to turn this vision into reality. Send your tax-deductible contribution to:

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Complete the form below and include it with your contribution to get on our mailing list. Your donation of \$25.00 or more will automatically enroll you as a Member of MASM with the benefits as outlined on our web site. You will receive our electronic newsletter "Horizons" which will be emailed to friends of the museum free of charge. This publication is informative and interactive, and online you will find links that will connect you to an entire world of aviation and history.

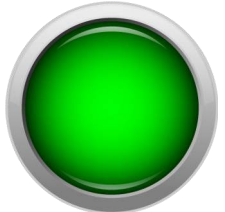
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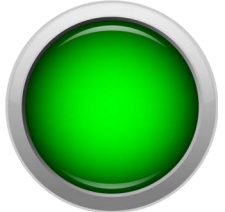
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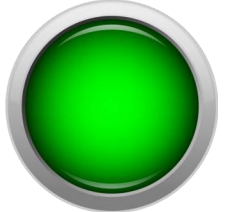
XP-59A—First US Jet—1941



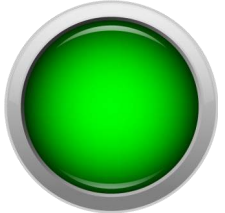
Females Pilot the Big Boys



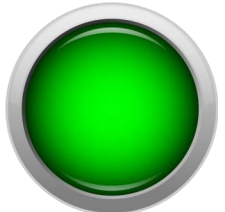
PAA DC-3 TO GREENLAND



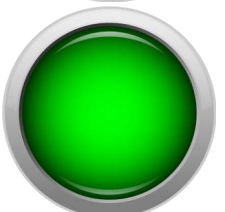
QF72: Technology vs. Man



13 HOURS THAT SAVED BRITAIN



Atomic Aircraft?



How to land a space shuttle

