

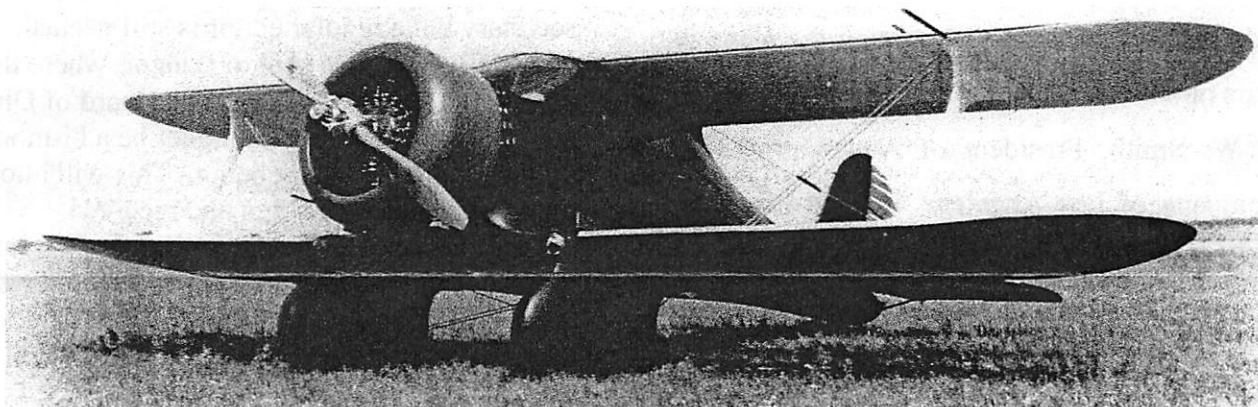


DIRIGO FLYER

Vol. XIII No. 1 Spring 2005

Newsletter of the Maine Aviation Historical Society
P.O. Box 2641, Bangor, Maine 04402 • 207-941-6757 • 1-877-280-MAHS (in state)
We're on the Internet! Visit our [new web site at www.maineairmuseum.org](http://www.maineairmuseum.org)

1934 – Maine Leads the Nation



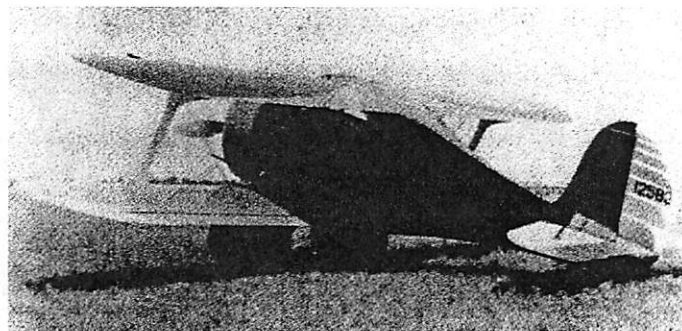
In December 1933, The Goodall Worsted Company and Sanford Mills of Sanford Maine, decided on a new way to promote their Palm Beach fabric for the 1934 summer season. Led by Dr. William Campbell, they ordered from Beech Aircraft in Wichita, Kansas, a special model of their new four place Beech Reverse Staggerwing Biplane. Reputed to be the fastest commercial aircraft available in America, this special model was known as the A117F, Cr. 5. They made an \$8,000 deposit on the ship which was to be powered by a 690 h.p. 9 cylinder Wright R1820F11 Cyclone Radial engine. With a 215 mph top speed and a

cruising speed of 204 mph, it consumed 40 gallons an hour from 4 tanks under the cabin, holding a total of 154.9 gallons.

A tense battle ensued between March and May 1934 to get the aircraft finished and approved by the CAA. After many modifications, with Goodall threatening to cancel the order. Licensed NC-12583, George Hirt made the first flight on 10 May 1934. But further changes were necessary. Flights finally resumed on May 24th and on May 28, 1934 she was ready for delivery. Robert Fogg, famous New Hampshire pilot, was Goodall's pilot assisted by Win Young, and he took delivery on 28 May.

The price of the plane was \$24,500. Resplendent in her black, red, and cream color scheme, Fogg flew her from Wichita to Boston that day, and sent Walter Beech a congratulatory telegram. The interior was upholstered in a special Goodall-Sanford black and cream velour mohair with suede velvet seat backs and red carpeting. The aircraft was flown from Sanford to mills in Cleveland, Cincinnati, and Knoxville, and many other places in 1934 while promoting Palm beach cloth.

On April 24, 1935, it was sold to Hughes Products Company of Hollywood, California, and then on July 1, 1935 to the Hughes Tool Company. Howard Hughes put about 15 hours on the plane in two years or so. On August 30, 1937, it was sold to Harold W. Smith, President of American Liquid Gas Company of Los Angeles. He and his pilot, Robert E. Perlick, installed extra gas tanks for the 1934 Bendix Trophy Race from Burbank, California to Cleveland, Ohio. Racer #64 started down the runway but the left landing gear collapsed and the plane slowed to a halt off the runway. Perlick was unhurt and the plane was repaired and modified for the 1938 Bendix race. Things went much better this year and over Illinois, averaging 260 mph, he was the apparent winner when the engine failed. Forced to land in Illinois and broke, he sold the airplane in December 1938. It became a teaching air frame at Curtiss-Wright Technical Institute in 1941 and was lost in a hanger fire on April 14, 1944. Thus died an airplane that put Maine in the forefront of commercial aviation for one year—1934.



Color scheme applied to the A17F included a black fuselage and landing gear, cream wing and horizontal tail surfaces, red cowling, elevators and sweeping pattern on upper wing surfaces. "Beechcraft" logo and Goodall-Worsted insignia had not been applied when this photograph was taken.

Dirigo Flyer

We are still looking for a volunteer to edit the Dirigo Flyer. This issue is being typed up by the secretary but a regular editor is still needed. Materials have been sent to Bangor, where the Flyer will be printed and mailed. The Board of Directors has suggested that the newsletter be a bi-monthly publication for the time being. This will allow for more articles to be written and received.

The format of this issue is slightly different due to the use of the secretary's computer and word processing. It was deemed more important to get this issue out to the membership and we will try to return to the original format soon.

ASSOCIATION OFFICERS

President: Peter Noddin (#295) East Millinocket, ME 04430

Vice President: Leo Boyle (#2L) Westbrook, ME

Treasurer: Joseph Quinn (#377) Levant, ME 04456

Recording Secretary: William Townsend (#101L) Bar Harbor, ME 04609

DIRECTORS

Peter Noddin #295 (2006)

William Townsend #101L (2006)

Leo Boyle #2L (2005)

Alfred Cormier #196 (2005)

Joel Gopan #402 (2005)

Joseph Quinn #377 (2007)

Richard Johnson #216 (2006)

Daniel See (2007)

Stanley Smith (2007)

HISTORICAL SOCIETY BUSINESS

The May meeting of the Board of Directors was held at the museum on 7 May at 1000 hrs. Absent: Noddin, excused: Boyle, all other directors were present. Recording Secretary Townsend presiding.

Treasurer's Report. Quinn presented the financial figures compiled as of 30 April 2005.

Secretary's Report. Townsend reported on what correspondence had arrived via e-mail. No mail pertaining to secretarial duties had arrived via the post office box.

Fund Raising. The fund raising letter is being revised. The Society has received its bulk mailing permit for the purpose of a proposed fund raising campaign via mail.

Museum Physical Plant. The duct work was been installed and we are ready to move the displays back into place. It is hoped that some of this can be done after the meeting on Saturday 14 May.

Volunteers. There has been no response to the request for volunteer help at the museum as of 6 May. Posters seeking volunteers have been placed around Penobscot and Hancock Counties at Legion, VFW halls, the Air Guard bulletin board, the FBOs of Old Town and Bar Harbor airports and various other locations.

Opening date. We still plan to open on Memorial Day weekend. This will depend on whether or not we get people to work. This will be discussed at the members meeting on 5/14.

Newsletter. The remained or Leo's articles and the computer disk with the newsletter layout are still on the desk in the office. The changing of the

newsletter to a bi-monthly publication was discussed.

Access to the museum. It was decided to change the locks to the museum and gate due to the number of persons entering the museum. This has been done.

Discussion of the lease. There is some confusion with the wording of the lease. It was generally believed that the lease was for five years but our copy states that it is 10 years with the requirement of the museum paying the City of Bangor 5% of our gross income starting on 18 August 2005. The lease states that we must be open at least 2 days per week with at least 4 hours of operation on the days we are open. See is going to meeting with a council member and find out if our copy matches theirs.

General discussion. It was determined that we need a Volunteer Coordinator, volunteers, and new board members. Nothing was decided.

MAHS MONTHLY MEETING

The monthly meeting of the Maine Aviation Historical Society was held at the museum on 14 May 2005 at 1000 hrs.

Business: The business covered at the board of directors meeting was discussed.

Program: Maine Teacher-in-Space Finalist Townsend was to speak but voluntarily agreed to forgo the program as the attending members decided to reset the museum displays which had been moved for the installation of the duct work. All displays were replaced and a cleanup of the museum took place. We are now ready to open.

NEW MEMBER

#474 Robert Buzey
10 Kelly Court
Sidney, ME 04330

CONGRATULATIONS

The Portland FSDO announces Ann-Marie Walko of Wiscasset, Maine, as the winner of the Portland FSDO and New England Region 2004 Certified Flight Instructor of the Year Award.

Ann began flying in 1989, earning her Private Pilot Certificate that same year. She went on to become a Flight Instructor in 1992 working for Master Aviation in Beaufort, SC. IN 1995 she moved to Maine. In 1998 she took a job co-managing the Wiscasset Airport (IWI) with partner Michael Muchmore and together the couple opened Wicked Good Aviation, an FBO offering a variety of services including flight instruction, maintenance, and fuel sales. Ann has been an Aviation Safety Counselor in the Portland FSDO Aviation Safety Program since 1996. She regularly conducts safety seminars and hosts an annual Chili Cookoff – Safety Seminar at the Wiscasset Airport in which attendees have an opportunity to sample a variety of chili dishes while attending seminar.

Ann dedicates herself tirelessly to flight instruction. She is the consummate teacher, able to adeptly and patiently simplify complex concepts to her students. She promotes safety and the formation of good habits through leading by example. Ann is a regular speaker at safety seminars and other educational aviation events,

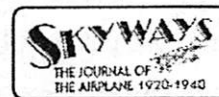
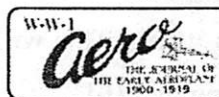
often in the company of two or three of her flight students. She constantly seeks new knowledge or new techniques for delivering her knowledge. She adapts readily to the needs of her students, often making herself available at any hour of any day to meet their schedules. Ann will rise early the day of a student's flight test to meet the student at the airport to make sure he/she gets "launched okay." She is ready with a camera for a student's first solo to capture the moment on film and present it to the student.

Ann is the holder of a Commercial Pilot Certificate with ratings for airplane single and multi engine land and instrument-airplane. She holds a Flight Instructor Certificate with ratings for airplane single engine and instrument-airplane. She is the owner of a 1948 Cessna 170. Ann was presented with a plaque honoring her contributions, leadership, and dedication to flight training.

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MUSEUM NEWS

The Maine Air Museum opening has been delayed due to lack of volunteer help at this time.

Donated material and items continue to be received. Displays have been replaced after the duct work was finished. The Luscombe is back on display but the recall of the UH-1 by the Army National Guard has put a big hole in our outside display area.

The library area is looking much better and the museum display area has been swept and cleaned. The tiny gift shop still needs to be spruced up.

Overall, we are ready to start operation except for the almost total lack of volunteers.

UPCOMING MAHS MEETINGS

11 June	10:00 a.m.	MAHS meeting, Maine Air Museum, Bangor, Maine
9 July	10:00 a.m.	MAHS meeting, Maine Air Museum, Bangor, Maine
13 August	10:00 a.m.	MAHS meeting, Maine Air Museum, Bangor, Maine

Watch for announcements of MAHS participation at the Greenville Seaplane Fly-in. There had been an airshow scheduled for the Brunswick Naval Air Station and it is assumed that this will still take place although the BRAC commission has put a cloud of uncertainty over the entire mission of Brunswick.

-NEW-BOOK-NOW-AVAILABLE-AT-THE-MUSEUM-

Memoirs: With An Angel By My Side

by Alfred Cormier

*His flying life as told by Al, member of MAHS/MAM
and member of the Board of Directors.*

\$16.00 at the museum

\$20.00 by mail

The MAHS and MAM Needs YOU!

We still need volunteers to work in the museum!

We need people to work on our engine displays, touch up and production of historical displays, office work, computer filing, and, of course, yard work. We also need a serious model builder to assist in repairing, cleaning and constructing models, dioramas and other displays.

To volunteer, call 1-877-280-MAHS. To check the dates on which we need help, link to:

MaineAirMuseumvolunteerschedule.org

✈ ✈ ✈ **COME JOIN US and CATCH THE EXCITEMENT** ✈ ✈ ✈

For more information, call 207-941-6757 or 1-877-280-MAHS (in state)

*or check out our **NEW** web site at www.maineairmuseum.org*

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