



Dirigo Flyer

NEWSLETTER OF THE MAINE AVIATION HISTORICAL SOCIETY



Volume XXX, No. 1

January - March, 2022

Editor's Note: When the Maine Aviation Historical Society filed as a Maine non-profit corporation in December 1995, it had no "home." The committee appointed in August 1994, to locate a permanent site to house the Society had been unsuccessful. The search resumed in earnest however, when on May 22, 1996, the IRS approved 501(c)(3) status for the corporation - clearing the way for the establishment of a museum to house the Society's growing collection of historical documents and artifacts. The *Dirigo Flyer* article (from Volume IX, No. 1, January 2001) reprinted in part below, documents the story of how the Maine Air Museum came to be the "home" of the MAHS. Unfortunately, the author Jim Chichetto passed away at the age of 52, a few months before the museum's Grand Opening on June 14, 2003.

The Maine Air Museum: The Start, Plan, and Future (PART 1 OF 3)

By Jim Chichetto

1. The Start

From the time that the MAHS reformed and started to rebuild in 1990, some members have been pushing the idea of a building to house the artifacts and books, which the group would be collecting. For six and one-half years this was a thought which was put on hold as we worked to grow the MAHS and to get members from all walks of life and all areas of the state. In 1996 a work group was given the task to see if our members had a real interest in building a museum. By August the answer was in and it was a strong "Yes." We set up a site committee and started to look into areas within Maine that could house such a museum. The old hangar at Sanford was looked at, as was the WWII hangar and land at Lewiston. The NAS at Brunswick was looked into as was Trenton, Loring and Bangor. After months of work, Bangor was chosen as the best site for the museum. A willingness by the city and BIA to work with the MAHS, along with the Maine ANG and local museums made Bangor the best choice at that time. Jules Arel and Don Saunders had done most of the search, and Jules undertook the work needed to get a lease signed. We had been looking at land on the BIA complex and member J.M. McCue drew up a building and floor plan for an 18,000 sq. ft. steel hangar, which we hoped to erect on a suitable site. When no land could be found to match our needs, the airport manager offered us a 6,000 sq. ft. building for the sum of \$1 a year for the first five years and then a larger fee for the next five

years. After months of work, the lease was signed, and the MAHS had a building to house its growing collection.

While the search was going on, Leo Boyle, Jim Chichetto, Ed Armstrong and Jules Arel had been working on costs with Bill Cook and a committee. Using these figures, they interviewed a number of fundraisers and got a better idea of the ways money is raised and what we would need to do in the future. The committee had come up with a five-year plan, a one-year start up plan, and the basic display concepts which we would need to develop. Don Saunders worked to bring the one-year plan up to date and added actual figures and dollar amounts to get a realistic handle on the true costs of this project. Other committees worked to get legal issues settled and the proper forms completed. It was dull, boring work, but we got it done in time for the lease signing.

Once the building was set for release from BIA to the MAHS, Al Cormier was named Physical Plant Manager. He undertook to get the roof patched so we could begin moving in equipment and materials. His building contacts lead to having both Bangor Roofing and Sheet Metal and Roof Systems of Maine each sending crews to Building 98 and getting them to donate the costs of labor and materials to this MAHS project.

In October of 1999, the city turned the building over to the MAHS. We held a one-day open house and had a number of aircraft on display.

Continued on Page 3

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The Maine Air Museum is located at
98 Maine Avenue adjacent to
Bangor International Airport

The OV-1 Mohawk

By Les Shaw

During my tour of duty in the Army, I was a mechanic and crew chief on the OV-1 Mohawk. This is a two place observation aircraft that was a replacement for the O-1 Bird Dog. At the time, OV-1 was the most advanced Army fixed wing aircraft.

The OV-1 was built in Stuart, Florida by Grumman Aircraft. It had side-by-side seating inside a large bubble cockpit which allowed for great vision. It was used to track troop movements and had cameras, infrared, and side looking airborne radar (SLAR) depending on the model.

There were only 380 OV-1 aircraft produced, and the best numbers I can obtain show 27 currently in museums and only 14 in flying condition today.

This aircraft had a short takeoff and landing (STOL) design. It was powered by two Lycoming 1,400 shp turboprop engines. The takeoff and landing over a 50 foot obstacle was just over 1,100 feet. It had three-bladed 10 foot props that were constant speed and reversible. It was also designed with large air brakes to reduce the landing distance.

It had a 300 gallon main fuel tank and could be configured with two 150 gallon drop tanks. This provided a long range for surveillance. The cruising speed was 207 MPH, with an 84 MPH stall speed and 305 MPH maximum speed.

It was a very solid aircraft, which Grumman was known for, but it had one limit. It had a glide ratio of a painted rock, so it was equipped with Martin Baker Ejection seats. The pilot and observer could eject as long as they were over 100 feet above the ground and going over 100 knots.

I saw one land in Bangor quite a few years ago. The tower reported that the first 1,000 feet of the runway was under construction and asked if that would be a problem. I am sure the pilot was laughing as hard as I was when he answered, "not a problem."



OV-1 Mohawk

Continued from Page 1

Members flew in a WWII vintage SNJ, a restored Chipmunk and restored T-28 and the Maine ANG towed down a KC-135 for us to have as the backdrop for the smaller aircraft. Over 100 guests and members came in and enjoyed the exhibits set up by the MAHS and to view part of John Miller's collection. Interviews and short speeches were the order of the day before a buffet was served. Many members had worked hard to get the building clean and ready, and for that one day the public and members could see what the MAHS had planned for the future Maine Air Museum.

As winter closed in, a new heater was put in the main display bay for winter heat, but the costs were higher than expected to heat that much space. The building was closed until spring to save money.

While the work on the building was on hold, work to raise awareness and funding was moving forward at a steady pace. In the winter of 1999 and spring of 2000 members pledged money to get a professional fundraiser to work with the MAHS Fundraising Committee to teach us how we could accomplish our goals. To raise money for a museum, you need to create the public awareness of the idea and to get them involved with it. Training and planning sessions educated MAHS members and helped us better determine our goals and what they would cost. Plans were made to make Building 98 more attractive and functional, as well as providing safety and making sure we complied with our lease. As the weather improved, members began the physical tasks that could be done to make the much-needed improvements. A lot of work cost only manpower and labor, not much money was spent but many tasks were done.

It was decided that we needed to paint the building and bring it back to its 1958 color, which was a white building with gray doors. Lead by Mike Cornett, Jim Chichetto and Les Shaw, volunteers painted the entire building. It took three coats of paint after the outside had been cleaned and sealed. Al worked with member Bob Day to make a new sign for the building and mount it on the long wall. Inside Al worked to get electric sockets back on line and run down the wiring. Bulbs were changed and lights came back on line in all the bays and rooms. The old boiler was taken apart and removed for junk. At night and on rainy days, the old steam pipes were removed and rooms were cleaned up and made safe for visitors. Slowly the work changed the building from an old rundown closed off building to a new looking building with clean rooms and working equipment. By August the painting was almost done and the outside corner wall was repaired by the volunteer crews. By October of 2000, the MAHS had the building painted and watertight, the old furnace system and pipes cleaned

up and moved out and the fence erected and we were ready to work on the inside display areas. Total costs for the work done was under \$1,000. The major factor was the volunteer labor: it allowed us to do a lot for very little cash outlay.

As I write this article, the work inside is progressing well. The inside wall of the office that had suffered water damage years ago has been repaired. A new moisture barrier was installed, then insulating board and a new stud wall, insulation and sheet rock. This has been taped and the room will be painted prior to dropping the ceiling down. A new heater has been installed to keep this room warm and the new insulation and lower ceiling, the costs of heating will be greatly reduced. Besides the office area, the bathroom has been worked on to bring it in compliance with handicap regulations. That ceiling will also be lowered to save heating costs and make the room more user friendly. The break room will also be painted and have the ceilings lowered. A new heater was put in replacing the old unit. This unit provides the heat for the bathroom and the water pipes in the break room. These projects are expected to be done by the middle of February and then we will repaint the entry room and set up the gift shop display area.

While this work is being undertaken by a group of volunteers, Bill and Kathy Cook have begun working the final display designs into working plans for the volunteers to build and set up. We have a number of interesting displays and artifacts in showcases and want them to be set up and ready for viewing in late May of 2001. We are also working on having a Huey set up on site and a second fuselage brought into the building for a hands-on display. We are continuing to set up working committees and want to have one to start cleaning and working on the Stinson.

Anyone wishing to do volunteer work is welcome to call, write or stop by. Workdays are Tuesday from 1600 to 1900 or later and Saturday morning from 0800 until early afternoon. We also work on Thursday evenings from 1600 to whenever, but that is not a set date at this time. There are jobs for everyone. No skills are needed to help out, we will train you as needed or let you teach us. We do have a warm place to sit and eat and take a break in, plus we get to go outside and watch interesting aircraft take off and land. Building a museum takes time and effort, but it is both interesting and rewarding to be part of this effort. Take time to stop by and see what's new and hopefully join in the fun.

Volume IX, No. 1, January 2001

*End of The Start
The Plan will be reprinted in the next newsletter*

Building 98 – Home of the Maine Air Museum

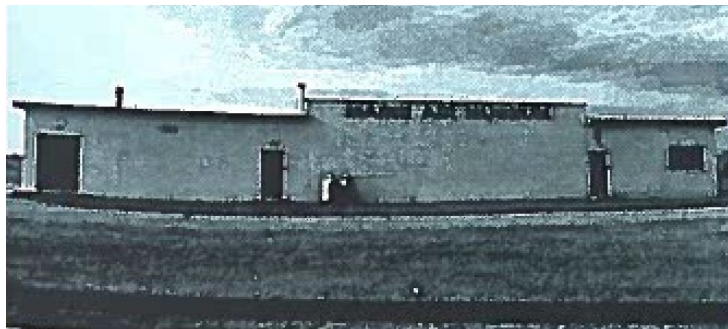
Building 98 is “a strong structure built to withstand a nuclear explosion. The walls are 11” thick with reinforcing. All doors are steel blast doors with fire activated sealing systems. It is one of the strongest buildings ever built in the state of Maine. Built in 1958, it was used as the final assembly building for mating warheads to air-to-air missile bodies.” (From the Progress Report published in the October 1999 issue of the *Dirigo Flyer*, Volume VII, No. 10.) For more information about the use of Building 98 to assemble missiles during the Cold War, see the next issue of the *Dirigo Flyer* as The Plan (part 2 of Jim Chichetto’s three-part article) is reprinted.

The first two photos below were published in the November 1998 *Dirigo Flyer*, Volume VI, No. 11. The third photo was published in the January 2001 *Dirigo Flyer*, Volume IX, No. 1, as part of Jim Chichetto’s article reprinted in this issue.



Building 98 at Bangor International Airport. The three doors are where missiles were armed during the cold war. (Don Saunders photo)

Building 98 from the road, with the large wall available for a sign. (Don Saunders photo)



Building 98 from the road, as it appeared in 2001 after painting and installation of the Museum sign.

In Memoriam

JERRY ADLER, Esq., Member #438

Davis, CA. Long-time MAHS member, Jerry Adler, passed away in late September 2021, at the age of 89. Jerry was one of only two (of a crew of 9) to survive the January 24, 1963, crash of a USAF B-52C on Elephant Mountain near Greenville, Maine. A Brooklyn, NY native, Jerry served at Loring AFB before being reassigned to Westover AFB in Chicopee, MA from which the bomber had taken off. He retired from the Airforce due to the loss of a leg due to frostbite suffered waiting for rescue. He went on to graduate from the University of Houston Law School and teach at UC Davis Law for 6 years before going into private practice. He later served 12 years on the Davis, CA city council and two years as its mayor in the late '80s and early '90s.

Jerry became a Maine Aviation Historical Society member in 2003, when he returned to Greenville, Maine to participate in the 40th Anniversary Memorial Ride at the Elephant Mountain crash site. At the memorial, he met MAHS member Peter Noddin and, with his family, came to Bangor to tour the museum before flying back to California. According to museum records, he maintained his membership through 2017.

The feature article in the January – April 20, 2015, issue of the *Dirigo Flyer*, Volume XXII, No. 2, was an account, reprinted by permission of its author Jerry Adler, of the 1963 crash and the January 2015 ceremonial gathering on Elephant Mountain.



St. Petersburg, FL. Mary Margaret (Cantwell) Marois passed away on February 4, 2022, at the age of 92. Mary was predeceased by her husband, Henry (Hank) Louis Marois, Jr., a former MAHS Director. The couple maintained MAHS Family membership from 1999 to Hank's passing in 2016, at which time Mary became a Life member.

Mary was born in Bar Harbor, Maine on September 28, 1930. She met Hank in Boston where she was studying medical technology and Hank was at Northeastern University. They married in 1954. Hank joined the Air Force and Mary went with him wherever he was stationed around the world. Mary had many wonderful, humorous stories to tell about her life as a military wife and raising their four sons while living in 6 different states, Japan, Puerto Rico and Guam. Mary and Hank eventually settled in St. Petersburg, Florida, but maintained a summer home (Raven's Roost) in Trenton on the coast of Maine. Raven's Roost was Mary's favorite place to be.



Facebook photo - Mary with her husband Hank Marois



Mary Marois standing beneath viewing platform named for her late husband Hank Marois – photo taken in 2017

B-52G “CITY OF BANGOR” – a Work in Progress

Built in 1959, B-52G Stratofortress 59-2579 was a beautiful aircraft. It served the USAF for over thirty years. In 1964, while stationed at Dow AFB (1963-1968), she was christened “City of Bangor” by Miss Bangor, Sheryllee Kay Jones. The aircraft is distinguished as one of the two last military aircraft to depart Dow AFB on April 5, 1968, as the base closed. (The other aircraft was the KC-135 “City of Brewer.”)

After leaving Dow AFB, the aircraft was assigned to Barksdale AFB until 1972 when it returned to Maine where it was stationed at Loring AFB for several years. The aircraft was later transferred to bases in Guam, Texas, California, North Dakota, and Washington. In 1991, she flew 14 combat missions in the first Gulf War before being decommissioned and chopped into 5 pieces which were stored in the Arizona Boneyard.

Recently, the cockpit section was retrieved and ultimately transferred to the Tillamook Air Museum in Tillamook Oregon, where it is being painstakingly restored.

When your editor contacted the Tillamook Museum for permission to reprint a photo from its website, Christian Gurling, the curator, graciously provided the following description of the work in progress:



“City of Bangor” at Dow AFB, photo courtesy of Tillamook Air Museum

“ . . . we are currently working on prepping the cockpit for repainting. Our restoration crew (recently) painstakingly sanded down the entire ship, and we hope to have the cockpit primed quite soon. Painting itself will commence in the Spring (when it warms up inside the hangar) and in the meantime, Museum staff will be working to reinstall equipment in the crew stations. The Museum is painting the cockpit into Gulf War colors, as this particular B-52 flew 14 missions in the first Gulf War. In addition, the name given to the airplane prior to its involvement in the Gulf War, “Osiris,” will remain with the ship. My understanding is that the airplane DID have nose art connected to the name “Osiris,” but I have yet to see a photo of the artwork. Like many B-52s, prior to entering the Gulf War, this nose art was painted over. That being said, we ARE planning on recreating this nose art for our visitors.

Interestingly, . . . when our B-52 cockpit restoration is completed, we will be rededicating it with the help of a very special guest, Sheryllee Kay Jones, (now Sherry Lowe) who was Miss Bangor of 1964, and who originally Christened the airplane the “City of Bangor” on May 16, 1964 (by breaking a bottle of champagne over the nose). Ms. Lowe has offered to travel to the Museum for this ceremony and, if it all goes according to plan, we would be tremendously honored if she could, once again, “re-Christen” the airplane’s cockpit.”



ANTONOV An-225 DESTROYED

It is widely reported that on February 27, 2022, invading Russian troops destroyed the Ukrainian Antonov-225 MRIYA (Dream in Ukrainian) at its Antonov Airport hangar near Kyiv. A screenshot taken from a video posted on YouTube shows heavy damage to the cockpit area of the plane. Contributors on Wikipedia report Ukrainian government officials are declaring the Antonov-225 will be rebuilt – at Russian expense.

Wikipedia contributors, "Antonov An-225 Mriya," *Wikipedia, The Free Encyclopedia*, https://en.wikipedia.org/w/index.php?title=Antonov_An-225_Mriya&oldid=1076718022 (accessed March 12, 2022).

The An-225 MRIYA, the world's largest aircraft, has landed at Bangor International Airport on three occasions: in 2003, 2015, and 2020. MAHS member Matt Watkins took the photograph below when the plane visited BIA on April 11, 2015.



Photo: Matt Watkins

May the memory never die

Correction: The *Dirigo Flyer* (Volume XXIII, No. 2) previously published the above photograph of the Myria, identifying it as a "Russian airplane Antonov An-255." The aircraft should have been identified as a "Ukrainian airplane Antonov An-225."



All dues expire on June 30th of each year. If joining mid-year, pay \$2.00 for each remaining month

Annual membership includes quarterly newsletters

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Maine Aviation Historical Society
Maine Air Museum * Membership Form

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Special Interests: _____

Phone: _____ Email: _____

Membership	Dues	Benefits
Regular	\$25 annual	Newsletter, Museum Admission
Family	\$35 annual	Newsletter, Museum Admission
Corporate	\$100 annual	Newsletter, Museum Admission
Supporting	\$100 annual	Newsletter, Museum Admission

We need volunteers-docents, mechanics, maintenance, librarians and exhibit specialists, etc.

- Please call me. I want to be active in the organization.
 I cannot join now, but would like to help. I enclose a check for _____
(Contributions over \$20 are tax deductible within the limits of the law)
 I wish to support and obtain membership by purchasing a memorial brick

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