

Dirigo Flyer

Newsletter of the Maine Aviation Historical Society

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MAINE AIR MUSEUM IMPACTS EDUCATION

Maine Air Museum STEM demonstrations loaned to local schools are having a positive influence on the younger generation.

To enhance and encourage the learning experience of students, four aviation related Scientific, Technical, Engineering, and Mathematical (STEM) demonstrations, designed by Maine Air Museum volunteers Al Cormier, Bob Littlefield and Hank Marois, are available to be loaned out to schools and libraries during the winter months while the museum is closed. Each of the exhibits is student interactive and demonstrates the Bernoulli Effect in action.

This winter, the exhibits are being housed, displayed and possibly loaned out from the Challenger Learning Center of Maine, which is just a few hundred yards up the street from our museum. Jennifer Therrien, the director at the Challenger Center, is graciously coordinating the loan program. She may be contacted at 207-990-2900 extension 3.

Melissa St. John (pictured), the Library Media Specialist at Oxford Hills Comprehensive High School, was one of the first to borrow the exhibits.

Melissa writes: “The exhibits are working well and I have been moving them all around the district. The students are enjoying them tremendously. We have a little over 3400 students in the district and they are all getting a chance to use them. Every elementary and middle school student has used them and most at the high school have come through and seen and tried it. Not a bad turn out I would say. I am still working through the schools and I will be bringing them back on the 13th of February.



Once again, thank you for letting us borrow the exhibits. It was truly an event for our students and they enjoyed interacting with the displays and learning about air pressure. I had a schedule worked out so the displays would be in each of the elementary schools when classes had library time. So at the elementary level all of the students were able to use the displays. We have eight elementary schools spread out over our district. We had all of our middle school students have a chance to use the displays and the high school had at least half of its

population of 1,000 students use them. It was a great opportunity for our students to learn a concept and be able to participate in putting it into action.”

The exhibits will return to the Maine Air Museum on Memorial Day weekend when the museum will open to the public for the summer season. It is located at 98 Maine Avenue just north of where Hammond Street meets the runway at Bangor International Airport.



Ken DeWitt Central Maine Flying Service (continued) Part 3

By Ray Gibouleau

Ken, being a Piper distributor and dealer, participated in a “Cavalcade of Cubs” and flew to Havana, Cuba from Miami sponsored by Piper Aircraft. There were upwards of 90 Cubs in this caravan. Ken said 3 of the planes disappeared on the 90 mile flight over, but “the damn fools didn’t stay with the group”. Didn’t appear to bother him too much.

Three different sources state three different years for when the airport was named DeWitt Field; 1970, 1972, and 1976.

Ken retired in 1973, stating that he had ‘about’ 39,400 hours. Ken asked Herb Sargent, Ken’s lifelong friend and partner, if he would buy him out, as Ken was getting on in years. Herb agreed. Herb was the head of the very respected and successful H.E. Sargent Corporation specializing in construction and road building. At H. E. Sargent’s annual banquet held at the Knight’s of Columbus hall in Old Town. Herb was making his annual comments to the large gathering, and mentioned that CMFS was now a part of H.E. Sargent Corp. Then Herb stated that his friend Ken DeWitt wanted to retire and that’s why Herb bought CMFS. Then it dawned on him, he said, that he was about the same age as Ken! Why did I do that?!

There are certainly many interesting stories left untold in this short dialog.

There is one though, that shows again what a tough bird Ken was: at age 90! On August 18, 1998 there was road construction taking place close to his place on Pushaw Pond. Two large trucks were being filled with big rocks by a loader. Ken was talking to a neighbor. The neighbor walked away and Ken stepped into the roadway. One of the truck rolled backwards and struck Ken in the back, knocking him flat on the road, and then ran over him, nearly severing his left leg and cutting his head and hand quite badly. Ken said later he didn’t hear a thing just prior to that, no engine noise or back up beeper. He did not lose consciousness and remarked that after all these years of flying, to be done in by a truck! The ambulance took him to Eastern Maine Medical Center in Bangor. Upon visiting him when visitors were allowed, he told me to look at his leg. It was turning black and looked terrible. Not a word of complaint came from Ken. Shortly thereafter, the leg was removed just below the knee because of gangrene. After 12 days sufficient healing had taken place to allow transport back to Clearwater to his own doctor. Ken said the flight was great, they were really moving at 640 mph in the Sabreliner jet. Upon transfer to the hospital, according to Ken, two orderlies large enough so that either one of them could’ve thrown him out the window, dropped him on the ground while lifting him into

a bed, opening up the healing that had taken place. There was much bleeding and Ken said the was the most painful thing he had ever experienced.

Ken used to host 'Old Pilot Parties' at his summer residence on Pushaw Pond. These were great gathering and many of the people who made Maine flying history were there. Unfortunately, there is no known written record of who actually attended these. There must be photographs of some of the parties, but they have not been discovered by the author of this article (yet).

Ken drove from Florida to visit friends and family in Maine during the summer, and did so for many years. Later he flew to Maine and drove around, still visiting everyone. The author visited Ken and Dot several times at his home in Clearwater, Florida. Ken always had a car project going, and would root around junkyards to find parts for these. When they were finished, they sold quickly, just like new. It is said he rebuilt and restored thirty-five vehicles during his 'retirement'. He could do more by accident than othe'rs did on purpose.

To be continued...

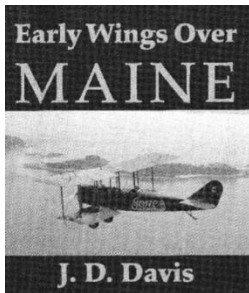
President's Message

Happy Spring! We are just around the corner for another season at the museum. Lots of projects are underway at MAM. Come see how you can help. Also, April brings a new airline into the Portland Jetport (PWM). Southwest is due in April to replace AirTran whose last flight will be on April 13th. On the 14th SWA will start service to BWI.

I hope everyone had a good winter. Please send any pictures, stories, or any items of interest to the editor to help fill coming issues.

The meetings will start soon so please attend and be sure to bring friends and family to the museum. Word of mouth is very important and one can help considerably just by talking about the Maine Aviation Historical Society, the museum, and their operations.

.....Scott Grant



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Also available through the museum:

Memoirs: With an Angel By My Side by member Alfred Cormier.

His flying life as told by Al and available exclusively from the Maine Air Museum.

\$16.00 at the museum, \$20.00 via mail. To order, call or email the museum.

"...a great story by a member of the Greatest Generation.

The United States Air Force in Maine, Progeny of the Cold War

by John Garbinski.

Another exclusive book from the Maine Aviation Historical Society. Softbound, 134 pages, 151 illustrations.

\$20.00 (plus \$4.00 postage and handling). To order, call or email the museum.

Call Signs

By Luke Uhlman

A call sign is a unique identifier assigned to all aircraft. In general aviation this is usually the tail number of the aircraft and spoken using the phonetic alphabet. For example; N8724A would be pronounced as "November-Eight-Seven-Two-Four-Alpha". After establishing contact with air traffic control using the entire call sign, it is common for the pilot to switch to an abbreviated version, "Two-Four-Alpha". Airliners typically use the name of the airline plus the flight number, for example; DAL574. This would be pronounced as "Delta-Airlines-Five-Seven-Four".

Military call signs are much more interesting and can be broken down into three types; STATIC, MISSION, and TACTICAL. Static call signs are assigned to a particular unit for continual use. For example, the Mainiacs sue MAINE85, MAINE86, and MAINE87, NHANG (New Hampshire Air National Guard) uses PACK. These call signs are used for training or local refueling missions to AR204, AR205, AR212, or A631 tracks. Perhaps the most famous static call sign is Air-Force-One, which is of course any aircraft with the President of the United States on board.

Mission call signs are any flight involving the Air Mobility Command (AMC). REACH flights typically signify an AMC mission and are commonly used by C5s, C17s, and KC135s. Tankers using the ETHYL call sign signify a “priority mission” assignment which usually means the receiving aircraft is coming from or going to the UK.

Any aircraft capable of exceeding 300,000 lbs. take-off weight must use the suffix “HEAVY” with the call sign. For example, “MAINE87 HEAVY”. This is for safety purposes because the aircraft is capable of generating significant turbulence to other planes in the pattern.

Some other interesting signs are single use and have no apparent meaning. They usually change daily and sometimes on the same mission.

Listening to call signs can be done using UHF or VHF scanners. If you do not have access to a scanner to LiveATC.net. With a little practice and research you will be able to identify what the aircraft is and where it is going by the call sign in no time.

Good hunting!

Old Town – Born William F. Milliken Jr. aeronautical engineer, pilot and Bond stunt designer.

William F. Milliken, Jr., a renowned aeronautical engineer, pilot and road racer who helped dream up a car-flying James Bond movie stunt, died July 28 at his home in Williamsville, N.Y. He was 101. He had complications from an enlarged prostate his son Doug Milliken said.

As an engineer for Boeing during World War II, Mr. Milliken conducted perilous high-altitude flight tests aboard the B-17 bomber and also helped develop the B-29, later used to drop the atomic bombs over Hiroshima and Nagasaki. Later, he became one of the world’s foremost researchers on vehicle dynamics, the study of improving how a car cattles on the road by using advanced mathematical calculations. He wrote a book on vehicle dynamics that is considered the “bible” of Formula 1 race car design, and he was a consulting engineer to General Motors, Rolls-Royce, Ford, Bridgestone, and Goodyear. His work as an engineer was taken all the more seriously by clients because of his extensive experience as a race-car driver and pilot.

That Mr. Milliken lived past 100 was remarkable considering the number of plane and car crashes he had survived in the name of science and his own thirst for adrenaline.

As a teenager, he designed and built out of canoe wood an airplane powered by a 27-horsepower motorcycle engine. During flight testing, he crashed the unstable plane on a beach in Maine, flipping the aircraft on its back in the sand. Despite the accident, Mr. Milliken said he was compelled to pursue a career in the dynamics of flight as an aeronautical engineer.



Although he was an accomplished race-car driver, Mr. Milliken’s best-known feat behind the wheel of his Bugatti Type 35 was rolling the vehicle in a 1948 road race in Watkins Glen, NY. He was speeding at 100 mph when he saw a supercharged MG in front of him. Mr. Milliken decided to overtake the other driver around a turn known as “thrill corner”. “I managed to pass him, but it was so close to the corner and the brakes on the Bug are not the world’s greatest,” Mr. Milliken told the Elmira, N.Y. Star-Gazette in 2001. “I lost it on the corner

and spun out and hit the hay.” Mr. Milliken emerged from his flipped car unscathed. The turn has been known as “Milliken’s Corner” ever since.

One of Mr. Milliken’s successes in high-speed car driving was his role helping to design a stunt for the 1974 James Bond film starring Roger Moore, “The Man With the Golden Gun.”

For many years, Mr. Milliken worked as a senior engineer at the Cornell Aeronautical Laboratory, a research facility in Buffalo, N.Y., associated with Cornell University.

In the late 1960s, some of the more imaginative scientists under Mr. Milliken’s purview began running computer experiments on how to flip a car in midair using ramps. The researchers, using complex mathematical calculations, proved it was possible and invited a test driver to try it out. The resulting barrel-roll move was employed by Moore’s 007 secret agent during a car chase scene filmed in Thailand in a single take.

William Franklin Milliken Jr., was born April 18, 1911, in Old Town, Maine. In the 1930s, he used canoe wood to build his plane. Today, the Milliken M-1 aircraft is in the collection of the Owls Head Transportation Museum.

He was a 1934 mathematics graduate of the Massachusetts Institute of Technology. After working at Boeing during World War II, Mr. Milliken joined what became the Cornell Aeronautical Lab. He retired in 1976 as chief of the transportation research division and started a consulting business. He worked up until his death.

In his spare time, Mr. Milliken participated in more than 100 car races. He places sixth in the 1947 Piles Peak hill climb in Colorado, and in 2002 and 2007 drove his own radically designed MX-1 race care at the Goodwood Festival of Speed in England.

Survivors include his wife of 58 years, Barbara Milliken, of Williamsville, N.Y., and two children, Doug Milliken of Clarence, N.Y. and Ann Milliken of Williamsville, N.Y. A son Peter Milliken died in 2001.

Mr. Milliken was frequently awarded for his engineering and racing achievements. In 2011, he was named a “legend” of Watkins Glen International race track, sharing the honors that year with race-car drivers Mario Andretti and Jeff Gordon.

....T. Rees Shapiro, *The Washington Post*.

UPCOMING EVENTS

April 13, 2013 Monthly meeting of the Maine Aviation Historical Society. 10 a.m. at the Maine Air Museum.

May 25-26, 2013 Spring Antique Auto and Airplane Show. Owls Head Transportation Museum.

Sept. 5-8, 2013 40th Annual Seaplane Fly-in. Greenville, Maine

Sept. 14-15, 2013 ~~Great State of Maine Air Show~~ **CANCELLED**

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Web site: www.maineairmuseum.org email: mam@maineairmuseum.org
1-877-280-MAHS toll free in Maine. 207-941-6757

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

44° 48' 2.10" North 68° 48' 36.02" West



Maine Aviation Historical Society Maine Air Museum * Membership Form

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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,
Lifetime	\$500* * 2 annual \$250 payments	Newsletter, Lifetime Membership Number, 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 am enclosing 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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