

DIRIGO FLYER

Vol. II, No. 2 March 1994

February Meeting Notes

A good group turned out for the February 18th meeting at the Jetport. Among those attending were Lin Dall, Adam Webster, Larry Joy, Jim and James Chichetto, Ed and Rob Rohr, Brian Wood, Leo Boyle, Clay Carkin, Ed Goldman, Ruth Owen Jones, Cliff Haines, Phil Kemp and Neal Strange.

Many of the members brought interesting things from their collections. Neal Strange had a fascinating album of old ads and Ed Goldman had some interesting photos. Jim Chichetto had lots of goodies to pass around and Clay Carkin had a bag full of catalogs to give away. The Treasurer's Report showed almost \$800.00 in the bank. 1994 dues have been coming in steadily — if you haven't paid yours, please send it along. A renewal application is included in this newsletter if you have not renewed yet.

The next meeting, which Clay is hosting, will be held at the Freeport Middle School. A map is printed in this issue, but if you need more information, call Clay at 207-729-5976.

Don't forget the April 9th meeting held at the Barnstormer Restaurant at Pease AFB in New Hampshire with the Massachusetts AHS. For those flying in, transportation will be available from the terminal to the restaurant. Speakers, slide shows, etc. still needed. Lin Dall is trying to arrange a tour of a NHANG KC-135 at this meeting.

Information, Please . . .

Another generous offer has come from Camille Cyr, EAA 87 Librarian. EAA Chapter 87 is based at the Merrymeeting Airport in Bowdoinham, and they have one of the best aviation related libraries in Maine, with over 3000 periodicals, hundreds of books and 100 videos. You can not sign these out unless you're a member of EAA 87 or a pilot at the airport, but they have a reading / viewing room which you can use. The airport copier can be used for a nominal fee and coffee is usually on. This is a perfect example of how we can all work together for the good of all.



Projects on the Runway

Ed Rohr says that the Ice Boat that Owls Head is trying to identify was in a junkyard on Route 24. He and Clay are going to check it out.

Clay is working on our 50th Anniversary of World War II banner and we should have more information on that at the next meeting.

Brian has not heard on his application for a camp site for the May 19, 20, 21 hike at Fort Mountain. He's afraid April 2 may be too soon for the Mt. Success hike unless last week's warm weather continues.

Jim is working on the display boards for our table at air shows when he can tear himself away from his new computer.

Sanford is still being worked on by Lin Dall . . .

Let Brian or Leo know if you have any exciting photos for the 1995 *Flying Downeast* calendar — any era as long as they are different and interesting.

Also, we want to add to our list of plaques and memorials here in Maine — let Leo know of any.

Leo has received a call from a woman in New York whose father has a piece of wood from the "Old Glory." This plane took off from Old Orchard Beach and was lost off Newfoundland in September 1927. He has sent her more information on the flight and asked her to consider donating this to the MAHS in the future.

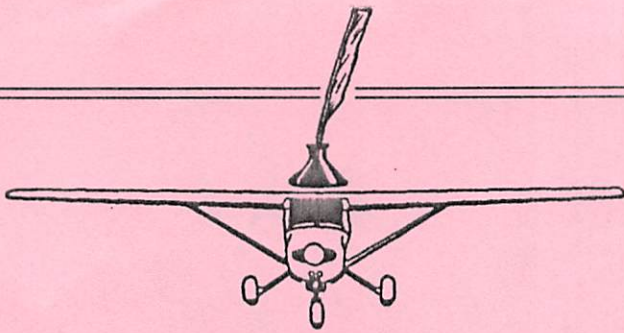
Ed Rohr also corrects us in the last *Dirigo Flyer*. The Lockheed Neptune at the Brunswick Naval Air Station is a P2V-5ES, not a P2V-7.

Membership News

New member to be welcomed to MAHS:

David L. Campbell (#63)
15 Summer Street
Freeport, Maine 04032
207-865-4588

Remember: if every member will work on getting one new member, we can double our membership and keep growing!



Publications

Ed Goldman is writing an article on Bob Rushworth, Maine's only astronaut, to appear in a future issue of *Wind-Sock* — watch for it.

Leo also showed a copy of the book *Up* by Jack Stearns Gray which was published in 1931 and has been out of print for many years. A few autographed copies are available at \$15.00 and un-autographed at \$10.00 from Aero Literature, P.O. Box 759, Ocean Shores, WA 98659. Postage is \$3.00 for one copy and \$1.50 for each additional one. There are several pages on her husband George Gray's flying in Rockland, Old Orchard and South Paris in 1912.

Mail Bag

Two worthwhile quotations from a letter from Larry Webster follow. One is a very generous offer to help any members with any information on crashes in their research. The other is a challenge — a major project and a great learning experience. Let's discuss this seriously at the next meeting.

"I note in the last newsletter that you have mentioned that I will coordinate all the aircraft accident information for New England; that I am happy to do. At the next meeting please mention that it is not a one-way street. If members have questions about an accident, I will gladly try to dig out facts for them, too, for their interest or their research projects in Maine or anywhere in New England. Please let them know that I am soliciting crash information for all New England. They can send it thru you or Jim Chichetto. Jim is really doing a superb job in his research and articles."

"I mentioned in a letter to Jim Chichetto that MAHS should begin now to try to acquire and move the Waterville F-89 to a site you all deem acceptable. You can leave it there, too, for a while but you should begin the acquisition process to learn of all the pitfalls that await you. I and Chet Browning at the QAM can help you with this. The A/C is easily disassembled for transport and would be a good way to see just how much MAHS can get it all together on such a project. When the QAM retrieved the TBM from Northern Maine we knew that there was nothing that we could not do if we did not argue and could keep organized."

Also, a short piece from Oscar Blue to remind us that the "White Bird" is still a viable project for this spring and summer:

"A recent arrival at the Owls Head Foundation Museum of Transportation is a 1924 Fokker biplane powered by a V12 liquid-cooled Rolls Royce Eagle engine.

This Fokker has some real historical significance for in 1931 it was prepared for and used in an attempt to fly non-stop to Tokyo, Japan and Seattle, Washington. This plane did not reach its intended goal, down in British Columbia with fuel feed problems.

This Fokker shares a lot of things in common with another plane that also did not reach its intended goal, the "White Bird." Both the Fokker and the "White Bird" were large biplanes of about the same size, examples of European aviation's state-of-the-art technology of the Roaring Twenties.

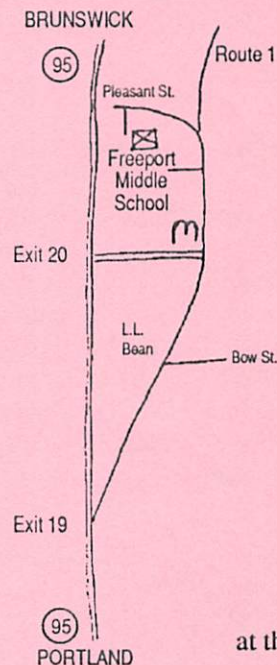
Both had powerful, liquid-cooled 12-cylinder engines. The firms involved in the manufacture of both were very successful and well-known in their fields.

Fokker, Rolls Royce, LeVasseur and Lorraine-Dietrich were the manufacturers. Rolls Royce and LeVasseur were also involved in the automotive field.

Both planes attempted East to West crossings of great oceans of the world. Neither reached its intended goal.

The Fokker had a cabin which would accommodate four passengers. The pilot sat in an open cockpit. The "White Bird" had an open cockpit for both the pilot and navigator, side by side.

The Fokker in its refurbished state is at Owls Head Museum for all to see and enjoy. It is entirely possible that the remains of the "White Bird" are also within the boundaries of the state of Maine waiting to be found and identified."



See you all on
March 12th at 9 a.m.
at the Freeport Middle School.

Upcoming MAHS Meetings

March 12	9 a.m.	Freeport Middle School
April 9	2 p.m.	Barnstormer Restaurant, Pease AFB, NH. This will be a joint meeting with the Massachusetts AHS. We will all have dinner there after the meeting.
May 14	TBA	
June 11	TBA	Sanford Airport, Sanford. Visit Lou Furnas' Field in Berwick after tour of tower.
July 2, 3	9 a.m.	Military Air Show, Owls Head Transportation Museum. We hope to have a table and display there.
August 13	TBA	Bangor Airport, Bangor
Sept. 10, 11	9 a.m.	Greenville Fly-In, Greenville. (Jim, host) We hope to have a table and display there.
October 15	9 a.m.	Oxford Aviation, Oxford. (Rob & Lloyd, hosts) Tour of Oxford Aviation.
November 12	9 a.m.	Lewiston/Auburn Airport. Possible tour of 1649s.
December 10	9 a.m.	Conference Room, Portland Jetport

Calendar of Events

April 8-10	TICO, Titusville, Florida
April 10-16	Sun 'n Fun, Lakeland, Florida
May 29	Ford Meet and Air Show, Owls Head Transportation Museum
June 19	Transportation and Technology Auction, Owls Head Transportation Museum
June 2, 3	Military Aviation and Aerobatic Show, Owls Head Transportation Museum
June 11, 12	NAS, So. Weymouth, MA - Thunderbirds
July 10	50s and 60s Meet and Air Show, Owls Head Transportation Museum
July 23, 24	Truck and Tractor Meet and Air Show, Owls Head Transportation Museum
July 28-Aug. 3	Oshkosh, Wisconsin
Aug. 6, 7	Annual Rally and Aerobatic Show, Owls Head Transportation Museum
August 21	Antique, Classic Auto Auction, Owls Head Transportation Museum
Sept. 4	Motorcycle Meet and Air Show, Owls Head Transportation Museum
Sept. 10, 11	Seaplane Fly-In, Greenville, Maine
Sept. 11	Convertible Meet and Air Show, Owls Head Transportation Museum
Sept. 24, 25	New England Escadrille Air Show, Pease AFB, New Hampshire
October 2	Foreign Festival and Fall Flying Finale, Owls Head Transportation Museum
October 7, 8, 9	30th Northeast Aero Historians meeting, New England Air Museum, Bradley Field, CT
October 23	Great Fall Auction, Owls Head Transportation Museum

MAINE AVIATION HISTORICAL SOCIETY MEMBERSHIP APPLICATION

Name _____

Address _____

City, State, Zip _____

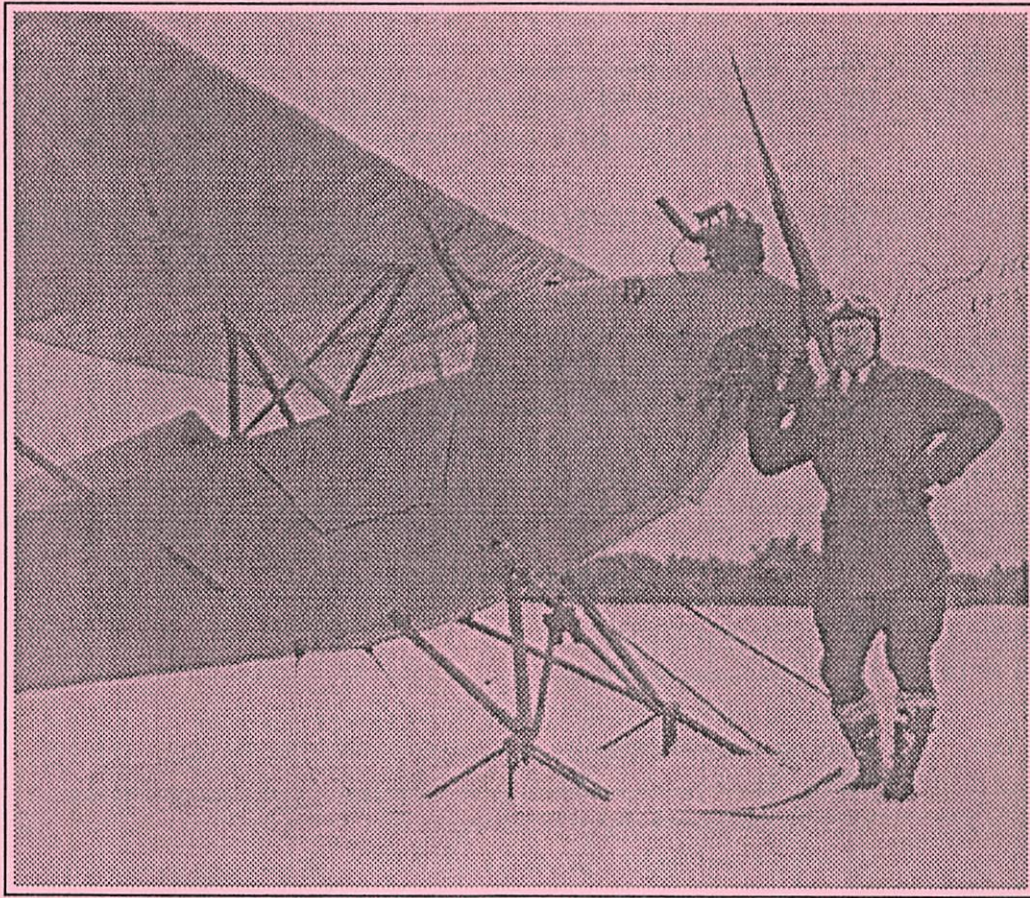
Special Interests _____ Phone _____

1994 Membership Dues are \$20.00, includes balance of 1993.

Please mail payment to: **Maine Aviation Historical Society**
101 Monroe Avenue
Westbrook, ME 04092-4020

- New
 Renewal

For more information, call 207-854-9972.



Roland Maheu of Auburn and Minot, Maine and his first airplane, "The American Eaglet," with a 30 hp Szekeley 3 cylinder engine which he bought in Waterville.

Maine Aviation Historical Society
101 Monroe Avenue
Westbrook, ME 04092-4020

NEXT MEETING:
Saturday, March 12, 1994
Freeport Middle School