

DIRIGO FLYER

Vol. II, No. 8 September 1994

Update on MAHS "Home"

A spirited and upbeat meeting was held at the Portland International Jetport on September 17. After introductions all around and getting acquainted, Dana Smith of Air-Tech in Limerick was introduced. He had a large color aerial photograph which showed his entire operation at Limerick. As you all know, he has bought a building at Sanford Airport to expand his operation to include jets. As a result, his facility at Limerick is surplus to his operations. This includes his home, a 2036' air strip, 499' of shore frontage for seaplane landing, a large hangar and the school. The school consists of two 60'x72' buildings connected by a 36'x40' office building. These buildings are two floors and there are no supporting columns, so you have 60'x72' clear space. There is a separate 16'x30' welding building. At the present time, these are the only buildings we are talking about, although Dana has a separate hangar on the property. These buildings were built about six years ago, are in excellent condition and easy to heat as they are well insulated.

The major drawback to this property is the location — Limerick! If this is a facility that is going to be open to the public and we hope to attract visitors, it is not easy to get there. The property is commercially zoned, so no problem exists there. Dana, naturally, wants the airstrip to remain open, and we would be able to park as many aircraft as it would hold. At 2036', it is limited to the types of aircraft that it could accommodate.

The bank holding the mortgage on the property has already called, and Leo is to set up a meeting with them next week to hear what they have to offer. I will report at the next meeting.

Later, the subject of other locations came up. It seems that the situation at Bangor is fluid, and there might be a hangar or an ANG hangar available, but at what terms, etc. is unknown. Portland has said they are interested in having us have a piece of land near the new access road (two years down the road), but it would not have ramp access. Rising like a phoenix again we have Sanford. Here we have an airport with major access, and a location relatively close to Route 1 and the Turnpike.

We have on the Sanford Airport a World War II Navy Control Tower — one of only two on the East Coast. The owners of this control tower are very interested in having us as tenants. The advantages look great, but there are disadvantages. This building, though cleared by the FAA to remain as it is, needs a major amount of work. The owners are willing to help us on some aspects, but a major amount of money and/or volunteer labor would be required. Since a favorable lease on this building only includes about 20' around the building, we would have to work with the town on a lease with parking space for aircraft, and the runway needs to be repaired. There are other possibilities, but at the moment, we have to resolve the other problems.

Calling All Aviation & Education Enthusiasts! Support Air-Tech Dollar Daze, a Scholarship and Technical Equipment Fund

Have you got a dollar or maybe two? Why not send one to the Air-Tech Fund *today*? 100% of each and every dollar goes into the Fund. Fifty cents of each dollar will go to student scholarships and fifty cents will go to technical training equipment. Air-Tech has been training aviation maintenance technicians for 23 years.

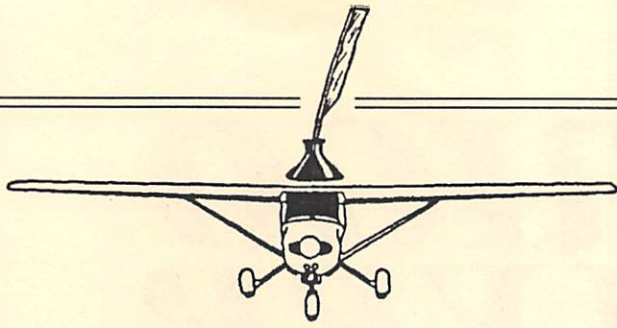
Air-Tech is 501 (c) (3) approved. All donations are tax deductible. Send SASE for receipt. Send donations to: Air-Tech Fund, RR 1 Box 170, Limerick, ME 04048.

For more information, call 207-793-8020.

See You in October . . .

The October meeting will be held on October 15th, 1994 at Jack Denison's place in Rochester, NH. Jack's home is opposite the Sky Haven Airport in Rochester. This is on Route 108 South from Rochester and is the gray house with balcony just beyond the airport entrance on the right hand side of the road. The meeting will be held in his home, and we will see the Loehle Sport Parasol he has under construction. At noon, we will adjourn to the Cockpit Cafe at nearby Sanford Airport for lunch and, hopefully, a tour of the facilities at Sanford, including the control tower.

From Maine, take the Wells Exit #2 to Route 9 South. Go through Somersworth on Route 236. Angle left at light to hill, route 108 on right. If you need a ride, call Leo at 207-854-9972.



From the Mailbag

The following letter was received by member Neal Strange from new member Sherman Tinkham from Florida. This is an excellent example of the type of information we can use and which should be preserved.

Thank you very much, Mr. Tinkham.

August 2, 1994

Sherman Tinkham
Born October 2, 1909
Stroudwater Village
Portland, Maine

Saw first airplane 1915. Pilot's name Perry flew from Sunnyside Park (east of Bradley Street, between Brighton Avenue and Congress Street). Flew over Fore River, turned left toward city (Portland), landed in Back Bay.

Merle Fogg (West Enfield, Maine) landed in field east of Westbrook Street and north of Reform School. 1922, JN4D. I helped refuel ship.

1924. William H. Alexander landed in field north of, but parallel to, above mentioned field in JN4A. Later, Alexander (Bill) taught several people to fly at Stroudwater Airport: Lewis Carney, Archie Ricker, Drs. Strange and Johnson, Frank Sullivan, Lynwood Nichols, Lawrence Hunnewell and others.

Capt. Albert Stevens of later stratosphere balloon flights landed in field enroute to his home in Belfast, Maine. Flew Army JN4D, 1922 or 1923.

Lawrence Hunnewell crashed JN at Thornton Heights ball park, 1926. He and wife badly hurt. Frank Sullivan crashed his JN in Parkman, Maine about the same year, passenger fatal. Brought ship back to Stroudwater in truck, rebuilt outdoors, no hangars then. 1928, Lynwood Nichols overshot runway at west end of field, tried to go around but deposited plane (JN) in top of elm tree. Lynwood unhurt, plane demolished.

Went to air meet at Old Orchard Beach in 1924. Many ships there: JN4s, Bristol Bullets, and others.

Ivan Gates (Gates Flying Circus) came to Stroudwater with several Hisso Standards, 1926. Also, Casey Jones in a Curtiss Oriole.

I enlisted in Air Corps, March 1928, sent to Hawaii, Ford Island. Aircraft mechanics training. Rode as passenger in Douglas C1, Boeing DH4, Martin NBS-1, Keystone LB5, Navy FSL flying boat and Loening amphib.

Had first dual instruction at Alameda, California in Aeronca C3, May 1931, instructor F.M. Johnston. Later at Stroudwater from Frank Sullivan in Waco 10. Acquired airframe and engine mechanics licenses, 1029-1931, private ticket, 1936 in Memphis, Tenn., commercial CFI, 1938, ATP, 1954. Last trip as pilot, Oxford, Maine to Fryeburg and return with Neal Strange in Aeronca 7AC. Had ATP #60414 with CFI in multi-engine sea and land.

I flew 87 different makes and models, most time in one ship approx. 3000 hours. Grumman Mallard. Total 8300 hours logged. Worked as FAA Airworthiness Inspector 17 years. Retired due to cardiac problems in 1976. No one could have enjoyed a better career.

I spent many enjoyable hours at the Stroudwater Flying Field in my youth. All credit for the Stroudwater Flying Field and the present Jetport belongs to Dr. Clifford Strange. It is his legacy to Portland.

It would be an honor to become a member of the Maine Aviation Historical Society even though I am presently living in Florida.

FYI · FYI · FYI · FYI · FYI · FYI

✓ The 1995 *Flying Down East* calendar is now available and is appearing in bookstores as I write. Members may purchase one for \$6.50, including tax and postage. It's the perfect birthday or Christmas present, so do your shopping early.

✓ Also, don't forget the Northeast Aero Historians meeting at the New England Air Museum on October 7-9. A reservation form was in the last newsletter. If you need another, call Leo.

✓ Several of us have MASH T-shirts with our logo on them. Norm Hole had these printed up as an experiment. He has 3 Ms and 2 Xs left at \$12 a piece. Once these are gone, as long as we receive at least 12 orders, they will be \$10 a piece. The MAHS logo, as at the top of the newsletter, is dark green with a tan prop — real neat! Send your order to MAHS with check for \$10.60 to regular address. Sizes: L, XL, XXL.

✓ *Prepare Now!* Brunswick Naval Air Station will have a Great State 'o Maine Air Show in 1995. We'll want to have a super display plus cooperate in every way possible. If you have any ideas or want to volunteer, please call Ed Rohr, 729-4296.

Question of the Month

Back in the '30s or '40s, two Granville Brothers (GeeBee)

Biplanes were last heard from in Maine. One was on floats

and supposedly was last in the Solon area. The other was in

the Bethel area. Dick Blakeney of Manchester, NH would

like to track these down. If you have any information, he

will be at the October meeting at Rochester.



Upcoming MAHS Meetings

October 15 9 a.m. Jack Denison's House, Rochester, NH.
 November 12 9 a.m. Lewiston/Auburn Airport. Possible tour of 1649s.
 December 10 9 a.m. Conference Room, Portland Jetport

Calendar of Events

Sept. 24, 25 New England Escadrille Air Show, Fort Devens, MA.
 Sept. 24, 25 25th Annual Gadabout Gaddis Air Show, Bingham, ME
 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

Please let us know what we can do to help you, or things you would like us to plan. We are your society, and we need your ideas. For further information, please contact the **Maine Aviation Historical Society**, 101 Monroe Avenue, Westbrook, ME 04092-4020 or call (207) 854-9972.

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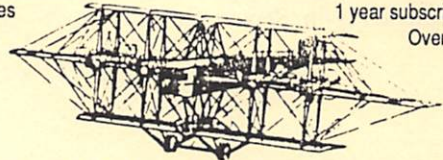
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Name _____

Address _____

City, State, Zip _____

Special Interests _____ Phone _____

Annual Membership Dues are \$20.00. (\$10.00 for balance of 1994)

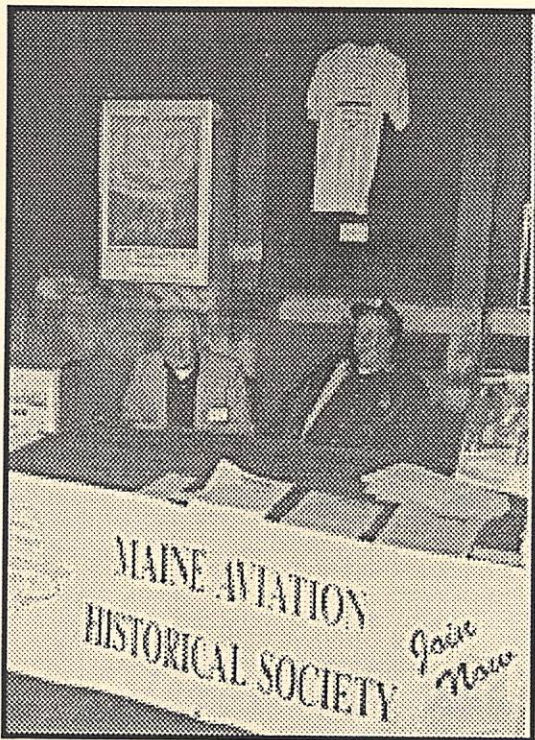
Please mail payment to: **Maine Aviation Historical Society**

101 Monroe Avenue
Westbrook, ME 04092-4020

New

Renewal

For more information, call 207-854-9972.



Leo Boyle and Norm Houle at the MAHS table in Folsom's Hangar at the Greenville Seaplane Fly-In, September 11.

New Member News

We are happy to welcome *six* new members this month:

- | | | |
|--------------------------|--|----------------|
| 78. Ronald A. Fraser | 114 Harris Ave., Portland, ME 04103 | 207-797-4106 |
| 79. Walter J. Humphrey | RR #1, Box 488A, So. Harpswell, ME 04079
5240 Brunswick St., Zephyr Hills, FL 33541 | 207-833-0079 |
| 80. O. William Robertson | P.O. Box 8434, Portland, ME 04104 | (207) 892-6350 |
| 81. Keith Strange | 181 Bagley Mt. Rd., Lincoln, ME | (207) 794-3302 |
| 82. Bill Thaden | 34 Goosepoint Dr., Kittery Point, ME 03905 | (207) 439-1161 |
| 83. George W. Greene | 2 Tower Rd., Kittery Point, ME 03905-5228 | (207) 439-0463 |

Mark Your Calendars - Again!

Don't miss the 30th Annual Northeast Aero Historians meeting!

This year's gathering will be hosted by the New England Air Museum on October 7, 8 & 9 at the museum. I strongly recommend attending — it looks like a great program and lots of interesting aviation people will be there. Contact Leo Boyle (854-9972) for more details or if you need a registration form, program or motel information. Car pooling and room sharing are possibilities.

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

SEE YOU AT THE
NORTHEAST AERO
HISTORIANS MEETING
OCTOBER 7, 8 & 9
N. E. AIR MUSEUM
BRADLEY FIELD, CT

NEXT MEETING:
Sat., October 15th — 9 a.m.
Jack Denison's Barn
(Opposite Sky Haven Airport)
Rochester, NH