



DIRIGO FLYER

Vol. III, No. 2 February 1995

MAHS Meeting Notes and News

A long and enjoyable meeting was held on February 11th at the Portland International Jetport. Among those present were Norm Houle, Brian Wood, Jack Dennison, Scott Grant, Leo Boyle, Everett Hawkes, Rob Rohr, Jim and Wanda Chichetto, Bill Robertson, Wayne Briggs, Ernie Kostis, Cliff Haines and Dexter Baum.

A tribute was paid to member Norm Bishop who passed away recently. Norm always added something to the meetings and he will be very much missed.

FINANCIAL UPDATE

The treasurer's report showed almost \$700 in the bank. As of this date, we had 94 members and of this number, 46 had paid their 1995 dues. If you haven't already paid your 1995 dues, please take a moment now to write out your check and support the exciting things that we are doing to preserve Maine's aviation history. Larger and better newsletters, exciting searches, and soon, progress on a new home. If there is a red dot on your address, it means that this is the last newsletter you will receive, so send along your dues now and don't miss any of the excitement. Our application for non-profit status is slowly progressing and hopefully will soon be accomplished.

ARTICLES AND PHOTOS NEEDED!

We are always looking for articles and photos to use in the newsletter. Get your pen in hand and tell us some of the exciting things you know and remember, so we can circulate them for all the members to enjoy. You will be credited for any articles and photos used, and all photos will be returned. We are especially interested in any World War II era photos from Brunswick, Dow Field, Sanford, Augusta,

Rockland, Lewiston-Auburn, Houlton and Presque Isle. We are also interested in these for the 1996 *Flying Down East* calendars. We still have a limited number of 1994 (\$4.00) and 1995 (\$5.00) calendars available — please add \$1.00 for postage.

MPA • MPA • MPA • MPA

New member Dexter Baum, the new Executive Director of the Maine Pilots Association, briefed us on some of the changes and ideas they are working on to make the MPA a more viable organization.

One of the changes suggested is to make the six-times a year *Wind Sock* magazine into a monthly tabloid-type newspaper. They would try to incorporate news of all the Maine-related aviation organization, including the MPA, the MAHS, the 99's, the EAA, the CAP and others. Generally speaking, most of our members favored the current (and much improved) *Wind Sock* in magazine format. We will be anxious to hear what's new with the MPA.

SLIDE SHOW BIG HIT

The hit of the meeting was Norm Houle's slide show of planes and airports of the '50s, before Northeast and Delta took him out of Maine. Interesting planes, interesting people, and Norm's inimitable commentary left everybody wanting more.

MARCH MEETING DATE

The March meeting, to be held at the Conference Room of the Portland International Jetport on March 11th at 9 a.m., will feature a preview of the Spruce Mountain and Staceyville Expeditions, and a discussion of how to do it and the equipment needed. There will also be a slide show of Old Orchard Beach's Transatlantic Fever of 1927-1928.

February Meeting Notes continued on Page 3→

Spring Expedition Plans Heat Up

Jim Chichetto filled us in on the Staceyville expedition to the *Sea Fury* crash, which will take place after the snow goes. Staceyville is about two and a half hours north of Bangor, so it's a long way up there. Jim will be the leader and anyone wishing to go along is welcome and should let Jim know (207-269-3281). This is to be a fun expedition under the wing of the Maine Aviation Historical Society. We do not own the rights to either the land or the aircraft. Depending upon what's left and its condition, we can then make a determination as to whether we have a salvageable aircraft. If so, we will proceed from there. We are not in the business of recovering and selling aircraft parts at this time, as we are going there for knowledge, pictures and to have fun only.

The big Spruce Mountain expedition will be similar. Oscar Blue will brief us more fully on this trip at the April meeting. Research, the most important part of any search mission, is continuing. We especially wish to thank Clark Thompson of the James W. Sewall Co. of Old Town for the donation of nine aerial photos of the mountain taken in 1955. These will be of very great assistance in planning our search. On the off chance that we find anything of great historic significance, we will have to be very

careful and not disturb anything until we plan a larger expedition for scientific recovery.

We have received all kinds of offers of support and help for these expeditions. Larry Webster from the Quonset Air Museum is particularly interested in the Staceyville trip. His expertise in matters of aviation archaeology is invaluable and we can certainly use his help. Keith Strange of Lincoln has volunteered the use of his Cessna 180. Some of the members of the Civil Air Patrol are very interested in joining us and we certainly appreciate and can use their expertise.

Sometimes you don't have to go out in the woods looking for old airplanes. Rumors abound about old Wacos, etc. in barns around Maine, and remember John Domenjot's Sailing Glider was found in crates at Old Orchard Beach in 1965. Only a couple of years ago, a 1911 airplane was discovered in six crates in a garage in Chicago, Illinois. Put away in the crates in 1914 was a Stephens Biplane powered by a 50hp Gnome rotary engine. This STECO was in excellent condition when uncrated by the Minnesota Air and Space, and now they are looking for a suitable building to display it. Thanks to member Stu Downing for this bit of information.

Welcome!

We're happy to welcome five new members this month:

91. Max Calderwood (*ME CAP, Parachuting*)
P.O. Box 657, Gorham, ME 04038-0657
207-72704207 / 207-780-5345 (B)
92. Carroll T. Leland
RFD #1, Box 2340, Bar Harbor, ME 04609
207-288-3674 / 207-667-9597 (B)
93. Dexter Baum (*MPA*)
RR 1, Box 505, Wells, ME 04090
207-646-4877
94. James D. MacKinnon
(*WWII, Portland, Lewiston, Casco Bay*)
265 Ludlow Road, Manchester, CT 06040
203-649-5887 / 203-565-9435 (B)
95. William Cook (*155th Squadron*)
RR1 Box 346, Dennysville, ME 04628-9715
207-726-5048 / 207-581-1688 (B)

WWII Research Index at USM

New member Max Calderwood of Gorham told me that Professor Joel Eastman of the University of Southern Maine has just about completed a project to index the *Portland Press Herald* during the World War II years. This should be a great help to anyone wanting to do any research in this period.

1995 Flying Down East Maine Aviation Historical Calendar

Sixteen great exciting old photographs of planes and people in Maine, plus important history-making events listed. *Now \$5.00.*

Available in many local bookstores and other locations or write: 101 Monroe Ave., Westbrook, ME 04092-4020

Name _____

Address _____

City _____ State _____ Zip _____

(\$6.⁰⁰ includes 1st class postage. ME residents add .42 sales tax.)

High Flying in 1911

Aviator C.C. Bonette came to the 1911 Bangor Fair late in August 1911 to make the first airplane flight in that city, and almost the first in Maine. He brought with him his Curtiss-type biplane, apparently home-built. He had damaged the front end of his machine at the Squantum, MA Aviation Field on August 17th, and it was finally repaired by August 22nd. He did not fly that day, nor on the 23rd because of the wind. Aviators in those days not only risked their lives in the air, but also the displeasure of the large crowds that gathered to see their exhibitions if they did not fly. The *Bangor Daily News* was also unhappy as witness the following piece published on page 9 of the 8/24/11 edition:

Why There Was No Flying

The flying machine didn't fly Wednesday and it was a fine day for flying, too. The day before, the excuse for not flying was that the wind was too strong. Yesterday, everything was all right except that the centrifugal, three-way, reciprocating valve which controls the thing which lets the gas into the helio-duflicker, under the other thing made of brass, which sticks out by the whippetree or something like that, with a wire on it on the starboard side, amidships got crossed with the secondary gimmick and then of course the jib down-haul came afoul the jack-saddle and that threw the knuckle joint out at second base — and she busted.

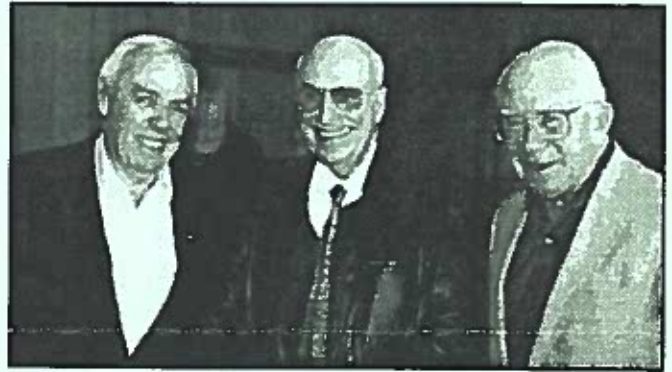
This explanation may not be perfectly clear to those who do not know much about flying-machines, but it was something like that. And of course there could be no flying. When all of these slight deficiencies are repaired perhaps she'll fly, if something else doesn't happen.

Aviator Bonette somewhat redeemed himself on August 26th after the fair was over. Several hundred people watched him take off from Maplewood Park Fairgrounds late in the afternoon. After a 50 foot run, he climbed to 15 feet in the air and proceeded to descend. He said he did not have enough power for a safe flight and showed a letter from the propeller makers suggesting that the altitude might be that cause of the lack of thrusting power. He left the next day for Squantum where he was entered in a \$1500 amateur contest. He did make the second airplane flight in the State of Maine, though.

Please let us know if you know any more about Mr. Bonette or his flying machine.

NHAHS Takes Off

Norm Houle and Leo Boyle flew over to Concord, NH in Norm's Piper Warrior on Saturday, February 18, for the initial meeting of the New Hampshire Aviation Historical Society. It was necessary to move to a larger meeting room as forty-odd people showed up. It was exciting to see so many interesting people show up and much hangar flying was done. Among MAHS members present were Sofia Byrne, Demetrios Copadis, Jack Dennison and Ruth Owen Jones. Norm and Leo will be at the next meeting in Concord, NH on March 18th in case they need help getting off the ground. It really looks like they'll make it on their own, though.



*New Hampshire Aviation Historical Society Meeting, Concord, NH.
l to r: Harold Buker, NH Director of Aero; Demetrios Copadis;
Leo Boyle, MAHS President. Saturday, February 18, 1995.*

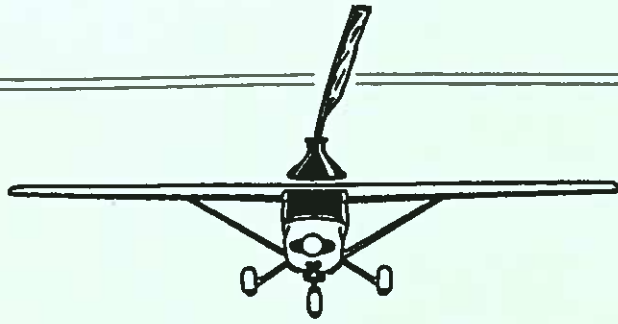
February Meeting Notes, continued from page 1

CHAMBERLAIN LAKE CRASH

Cliff Haines showed his photos of the F-89 Chamberlain Lake crash. Efforts are now underway to identify which aircraft was involved.

CONTROL TOWER NEEDS

Last, but not least, Ernie Kostis of Sanford, who owns the WWII Control Tower at the Airport there, briefed us on the history of the tower and the condition of same. The building is currently used for storage and is in poor condition. Mr Kostis wants to work with the MAHS on saving this building and preserving it. It needs some immediate work to save it from further damage, and Mr. Kostis is willing to donate help in this matter if we will also help. Rob Rohr and Larry Joy are to work with Mr. Kostis as to keeping this building from further deterioration. More later.



From the Mailbag

We received the following letter from Leo Opdycke of *World War I Aero* in response to our piece about the Hiroshima exhibit at the Smithsonian:

Dear Leo,

I read with great pleasure the current issue of Dirigo Flyer — keep them coming!

A brief note on the Enola Gay: I sent you the enclosed note from the New York Times. In your note, you point out that the values early in historical periods may have been different from what they are now. But that doesn't prevent us from bringing whatever insight we may have gotten from the intervening period to bear on the problem. It is clear that the values of Hitler and his SS were different from what ours are today, but that doesn't prevent us from objecting to what they did. You say that "our job is to preserve history, not to change it." But that suggests that history stood still for a time while we were working to preserve it. This is of course not true. Please read my piece on historiography in WWI Aero #147. I would be curious to know what you think. Henry Cord Meyer's quote about von Zeppelin is fine as far as it goes, but the historian cannot stop at seeing him as a child of his times. If he was really only a cork adrift in a sea of historical context, then he deserves no credit, as well as no blame, for anything that happened. And this is clearly not true. We have to be really careful about these things.

Very best wishes, Leonard E. Opdycke

Let Your Voice Be Heard

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:

Maine Aviation Historical Society
101 Monroe Avenue, Westbrook, ME 04092-4020
or call (207) 854-9972

Thank You!

We want to thank the following for their donations to the MAHS. These items are for everyone to use, and if you want to borrow a book, photo, etc., contact Leo Boyle at 207-854-9972.

L. Everett Hawkes — 7 Books

World War I and the '20s

War In the Air (WWII)

Flying Guns (WWII Navy)

Battle Stations (WWII Navy)

Combat Aircraft of WWII: 1940-1, 1942-3, 1944-5

O. William Robertson

Photo of Schreck FBA Flying Boat at Moosehead

Wayne Briggs

Long article on Augusta Airport, photos

George Tinker

6 large boxes from estate of Lyndon Fletcher: newspaper clippings, notes, magazine articles, etc.

Donna Allen, Delta Airlines, Newburyport, MA

Presentation copy of *Delta, An Airline & Its Aircraft*

Earl Soper, Brookline, NH

7 photos of Scarborough Airport and *The Roma*



Photo via Earl Soper

Sikorsky UN-4 (Jenny fuselage and tail with a Sikorsky parasol wing) and a Travel Air biplane at Portland Airport, Scarborough, ME on 9/17/28.



Photo via Earl Soper

Bellanca K "Roma" at Portland Airport, Scarborough, ME on 9/17/28. The "Roma" attempted to fly from Old Orchard Beach to Rome but trouble with the carburetor of the P&W Hornet forced cancellation.

Upcoming MAHS Meetings

| | | |
|-----------------|--------|---|
| March 11 | 9 a.m. | Conference Room, International Jetport. Update on the crash search in the Katahdin Iron Works Area. |
| April 8 | 9 a.m. | Pittsfield-Augusta Area |
| May 13 | 9 a.m. | TBA |
| June 10 | 9 a.m. | TBA |
| July 1, 2 | 9 a.m. | Military Air Show, Owls Head Transportation Museum * |
| July 22, 23 | 9 a.m. | Great State o' Maine Air Show, Brunswick Naval Air Station * |
| August 12 | 9 a.m. | TBA |
| September 9, 10 | 9 a.m. | Greenville Seaplane Fly-In, Greenville, Maine * |
| October 19 | 9 a.m. | TBA |
| November 11 | 9 a.m. | TBA |
| December 9 | 9 a.m. | TBA |

* Indicates that we will have a table and display at these events.

All these upcoming Maine Aviation Historical Society meetings are tentative and subject to change. The definite ones are July 1 & 2 at Owls Head, July 22 & 23 at Brunswick, and September 9 & 10 at Greenville.

Calendar of Events

| | | |
|----------------|---------|---|
| March 18 | 9 a.m. | NH Aviation Historical Society, Conference Room, Concord (NH) Airport |
| March 17-19 | | TICO, Titusville, Florida |
| April 2 | | Flea Market & Swap Meet, Quonset Air Museum, North Kingston, RI |
| April 8 | | Annual Meeting, New England Air Museum, Chris Terry, Canada, Speaker |
| April 9-15 | | Sun 'n Fun, Lakeland, Florida |
| May 20 | | Walter J. Boyne Lecture, New England Air Museum |
| May 20-21 | | Hampton Flea Market, Hampton (NH) Airport |
| May 28 | 10 a.m. | Air Show and Ford Festival, Owls Head |
| June 3-4 | | Mid-Atlantic Air Museum WWII Weekend, Gabreski and Morgan |
| June 4 | 10 a.m. | Air Show, Convertible and Custom Show, Owls Head |
| June 10 | | 1st MPA Fly-In, Belfast Airport |
| June 10-11 | | Hanscom AFB Open House, Thunderbirds, Bedford, MA |
| June 17-18 | 10 a.m. | Maine State Soap Box Derby, Owls Head |
| July 1-2 | 10 a.m. | Military Air Show, Owls Head |
| July 9 | 10 a.m. | Air Show and 50s-60s, Owls Head |
| July 22-23 | 9 a.m. | Great State o' Maine Air Show, Brunswick Naval Air Station |
| July 22-23 | 10 a.m. | Air Show and Truck and Tractor Meet, Owls Head |
| July 27-Aug. 2 | | EAA Fly-In Convention, Oshkosh, WI |
| August 5-6 | 10 a.m. | Aerobatic Show and Transportation Rally, Owls Head |
| August 10-13 | | Sentimental Journey, Lock Haven, PA |
| August 12 | | Waterville, N.S. Fly-In |
| August 18-20 | | Great Falls Balloon Festival, Lewiston-Auburn, ME |
| August 18-20 | | Wings of Eagles Air Show, Batavia, NY |
| September 9-10 | | Greenville, ME Seaplane Fly-In |
| October 8 | | Fall Flying Finale, Owls Head |
| October 13-15 | | 31st Northeast Aero Historians Convention, Ottawa, Ontario, Canada |
| October 22 | | Great Fall Auction, Owls Head |

As we get dates, other events will be added. Let us know what *you* know.

155th Reenactment Squadron

Dear Mr. Boyle,

I am writing to ask you if you could put a notice out to the membership announcing the formation of the 155th Squadron, Allied Heritage Group. This is a group similar to the 533rd Squadron that was described in Windsock.

The 155th is an organization dedicated to those who flew and supported the Allied Air Forces of World War II and Korea. The 155th Squadron is a living history museum. Each member is encouraged to acquire a period uniform and interpret a specific job found within the air services, although this is not necessary to be a member. We maintain a portable museum of aviation that can be exhibited at air shows, educational seminars, and memorial events.

We can provide multi-media programs for organizations and schools. Our participants are unique in that they are the curators, tour guides and historians that bring this museum to life.

The squadron is organizing at this time, and is seeking members. The organizational structure is in place, but the dues have not been set, and an organizational meeting needs to be arranged when there are a few more members. Veterans will be encouraged to join and their membership will be provided free. We can also assist new members in acquiring a uniform.

Send inquiries to: William Cook, RR 1, Box 346, Dennysville, ME 04628-9715; (207) 726-5048 (H) or (207) 581-1688 (B).

Sincerely, William R. Cook

MAINE AVIATION HISTORICAL SOCIETY MEMBERSHIP APPLICATION

Name _____

Address _____

City, State, Zip _____

Special Interests _____ Phone _____

Annual Membership Dues are \$20.00.

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

- New
 Renewal

For more information, call 207-854-9972.

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

NEXT MEETING:
Sat., March 11th - 9 a.m.
Conference Room
Portland International
Jetport