

# DIRIGO FLYER

Vol. IV, No. 12 December 1996

Newsletter of the Maine Aviation Historical Society • 181 Monroe Avenue, Westbrook, Maine 04092 • 107-854-9972

## MAHS "White Bird" Search: Act III

By Jim Chichetto

A smaller but better equipped crew arrived at the meeting point for the November 10th MAHS search. Thirteen people showed up and plans were made. Bill Townsend and his wife had other plans, but he wanted to check in with us before we left for the search area.

Eleven of us arrived at the spot where the town line crosses the Nubble. We took a GPS reading at the base camp and scouted the area in two directions. We found all three within five minutes and knew exactly where we were in relation to the lake and town line markers. While Leo and Cliff set up a base camp, the other nine of us headed to the area to be searched.

We tied a green tape to a tree at the starting point. Ed took the blaze line and we fanned out on either side of him. We had three metal detectors so we put one on the line and one on each side of the line, with walkers in between them. We moved slowly up the hill toward the top. About three-quarters of the way up we halted the line to bring all three detectors to a ledge which was on the far right-hand side of the search line. We did a thorough search here, but found only rocks as we dug in those areas which the detectors reacted to. After we had checked this area out we reformed the line and went up to the 400 foot mark.

Once we reached the 400 foot mark we reversed our line of search. We left Ed on the blaze trail, but moved everyone to the

east side of the line. Once in place we searched down the hill back toward the starting point. We halted the line once on the way down to check some ledges on the far right-hand side of the line. After a quick look at these it was decided to continue our present search pattern and then set up another one near these ledges. We came back down the hill and reached our starting point. We took the three minute walk back to the cars and took a break while we checked out the map and discussed our next search area.

Once back in the woods, we set up a north/south search grid. We spread out and did a search of the ledges. We worked along the first two tiers of ledges until we came to a stream. The ground looked much like what Mr. Millard had described in his interview. By 13:15 we had covered about six sets of ledges and knew we needed more help and better metal detectors to do this area correctly. It was decided to call it a day. As we left this search area, we hiked down to the pond and got our bearings from there. We now know exactly where we need to focus our attention on the next hike. The area we are searching in is on the direct flight path from France to New York. The area in question is no more than 14 miles from the Atlantic Ocean. We will do more searching at this site. We may try for one more hike before it snows.



Left to right: Jim Chichetto, Ed Armstrong, Jim Elvers.  
Search II, 10/27/96 — Basking Ridge (Sue Chichetto Photo)



Left to right: Sue Chichetto, Ed Armstrong, Jim Chichetto, Julius Anal, Leo Boyle, Viola Anal, Cliff Haines, \_\_\_\_\_ Anal, Al Graves, Bill Robertson.  
Search III, 11/10/96 — Round Pond Nubble (Sue Chichetto Photo)

Newsletter Editor: Leo Boyle



# Maine Aviation Historical Society News

## November Meeting Highlights

We had good attendance at the November 9th meeting in Bar Harbor. Thanks to the generosity of Acadia Air, we had a fine meeting room for member Bill Townsend to tell us of his many and varied experiences and impressions on the Teacher in Space Program in which he participated.

His witty presentation of the problems of adapting your life from earth's gravity to weightlessness in space shows why he's a great teacher. Being flown to a weightless state in a Gulfstream II, simulated shuttle landings in a T-38, learning anew how to make your body perform in space, from walking to eating to washing and everything else we take for granted, made for a most interesting hour. Bill had a large model of the shuttle, plus pieces from actual shuttles, and a fabulous collection of space patches to enhance his fine presentation.

There was a good discussion of Sunday's "White Bird" search (November 10) and how it was to be conducted. (Jim Chichetto's story on the search is on page 1.)

We then adjourned to member Carroll Leland's store across from the airport for coffee. Carroll has a large room in the storeroom of his store which he has offered to the Society for the safe storage of artifacts and donations until we have a more permanent home. If anyone has items to donate, you can bring them to the meeting December 14th in Portland and we will transport them to Bangor from there. (Or call Jim Chichetto at 207-269-3281 or Leo Boyle at 207-854-9972.)

Norm Houle brought us up-to-date on the situation at the Sanford, Maine Airport and how it affects MAHS. The town of Sanford has zoned the area of the World War II hangar for use as a museum. This hangar is adjacent to the World War II control tower owned by members Billy and Ernie Kostis and now undergoing restoration by them. The tower itself has been enclosed and other work is proceeding. The Maine Historic Preservation Commission has been most helpful in the project.

Michael Farrey of the DeRota Museum is in negotiations for the hangar as a home for his Douglas Dakota, now converted and painted in Northeast Airlines colors. With the possibility of a couple of other vintage aircraft joining his DC-3 there, this could be an exciting place. Norm says that Farrey has said he will offer the MAHS office space on the ground floor of the hangar if he gets it. We should know more on Sanford in a couple of months.

## December Meeting

The December meeting in Portland promises to be a most interesting one. Jim Sheppard of South Portland, a member of the well-known Tuskegee Airmen of World War II fame, will be our speaker. Jim has a great collection of slides to go with his talk and your editor is really looking forward to hearing Jim and seeing his slides.

## Read All About . . . Clay Carkin

Don't miss the November 1996 issue of *Yankee Magazine*. Howard Mansfield has written a fine article on member Clay Carkin of Brunswick. Clay is middle school science teacher in Freeport and his innovation and aeronautically-oriented ideas on teaching science are highlighted by Howard. As most of you know, Clay is not only our vice president but is the editor/publisher of *Windsock Magazine*, available for free at most Maine airports.

## Happy Holidays!

'Tis the season and your editor, on behalf of all the officers and members of the Board, wishes you the best for the holiday season and the coming year of 1997. This can be a banner year for the Society and, with everyone's help and cooperation, we should be a larger and finer Society with a home to call our own by this time next year.

## Need Great Gift Ideas? Try These —

As the saying goes, it is better to give than to receive. We hope you all receive what your heart most desires, but if you have trouble with what to give someone, may we make a few suggestions?

1. One of the finest gifts you can give would be a membership in MAHS for someone. We'll get a *Dirigo Flyer*, a welcoming letter and membership card to them in time for the holidays, plus a new *Dirigo Flyer* every month of the year. All this for \$20, or more if you prefer.

2. How about another gift that gives every month of the year — a 1997 *Flying Down East* calendar for only \$12.00 postpaid (+ .60 tax in Maine) with 20 great Maine aviation photos. (See ad elsewhere in this issue.)

3. A Maine Aviation Historical Society T-Shirt with our green and tan logo in sizes L or XL for only \$14.00 (+ .72 tax in Maine). They are especially loved by out-of-staters who long to be "Maine-iacs." (See ad in this issue.)

All of these gifts directly benefit the finances of the Maine Aviation Historical Society.

4. Norm Houle's B&M Airways T-shirts for \$14.00 are colorful and make a refreshing change while your MAHS T-shirt is in the wash. (See ad on back page.)

5. For stocking stuffers, you can't beat Norm Houle's 20 airplane picture postcards for \$4.00, and for \$4.00 more you can give enough postcard stamps for all of them. (See Norm's ad on back page.)

6. But if you really want to give a super present, you can't go wrong with Leo Opdycke's *World War I Aero* or *Skyways*. These journals are \$30.00 a year each and consist of four issues.



News, continued from page 2

If anyone you know is interested in the period 1900-1919, or if into building a World War I replica, *World War I Aero* is the most fanstastic magazine going, and four times a year the clock stops when the mailman delivers the latest issue. From cover to cover — pictures, planes, articles, drawings, letters, features and Leo on historiography, wants and disposals, neat ads — everything stops until it is consumed. Much the same can be said for *Skyways*, if you are in love with the 1920-1940 era. *Skyways* hasn't been around as long as *World War I Aero* and hasn't developed the same panache, but it's getting there and it's still a thrill.

7. And last but certainly not least, don't forget our good friends at the Owls Head Transportation Museum in Owls Head. A super museum, super people (Jim, Charlie, Dave, Carleen and hundreds of others), and they deserve our support. Give a membership, which includes free admission, for a summer of fun with all of their great events. Call Carleen or any of the above for a membership application (207-594-4418) or contact your editor.

### Vote

The four officers of the Society were elected for two year terms, and they are also on the Board of Directors. The other three members of the Board of Directors are up for re-election and ballots need to be received by January 1, 1997. Results will be announced at the January meeting and published in the January 1997 *Dirigo Flyer*. The current members of the Board are all willing to stand for re-election for a two year term. As no other candidates have come forward, you may write-in any candidate you choose. A ballot is enclosed below — please return as soon as possible by mail or at the December meeting.

### 1997 Dues

As you know, dues are payable on a calendar year basis. Consequently, all dues for 1997 are due on January 1, 1997. As

you also know, we are now a non-profit (301c3) corporation. Your contributions to the Society are tax deductible. We have not raised the dues since the inception of the Society, and you can still join (and renew) your membership for only \$20 a year. This not only gives you membership in and all the privileges of the Society, but 12 issues of the *Dirigo Flyer*. We hope you will be anxious to renew and feel that your membership is great value for the money (and sure to become moreso as we move forward in 1997 and beyond!) You do not have to be a corporation to renew at the corporate (\$50.00) or supporting (\$100.00) levels. We also look forward to more lifetime members to enhance the base of the Society. But whatever the level you choose, renew now (and if you can, contribute. The deduction goes for 1996.) The easiest way to grow is for the Society to retain the members we now have. We look forward to mailing you all the 1997 *Dirigo Flyers*.

### Museum Committee

Some members have volunteered to serve on the Museum Committee, and anyone else who wishes to serve should call Jim or Leo. This committee needs to be in place by the first of the year. Be prepared to spend some time on this project and make serious recommendations for our future. This project and the continuation of the "White Bird" search are the major goals for 1997.

### Thanks to All — And To All a Good Year!

We wish to thank everyone for their contributions to the Society and to the *Dirigo Flyer* in 1996, and hope you will all continue in 1997. Larry Closson has donated more *Air Classics* magazines for our reference library; Butch Beaver has donated a book and a model, plus a computer where we have a home for it; and Joel Gopan has donated a copy of the *History of Dow Field* from the Bangor Library.

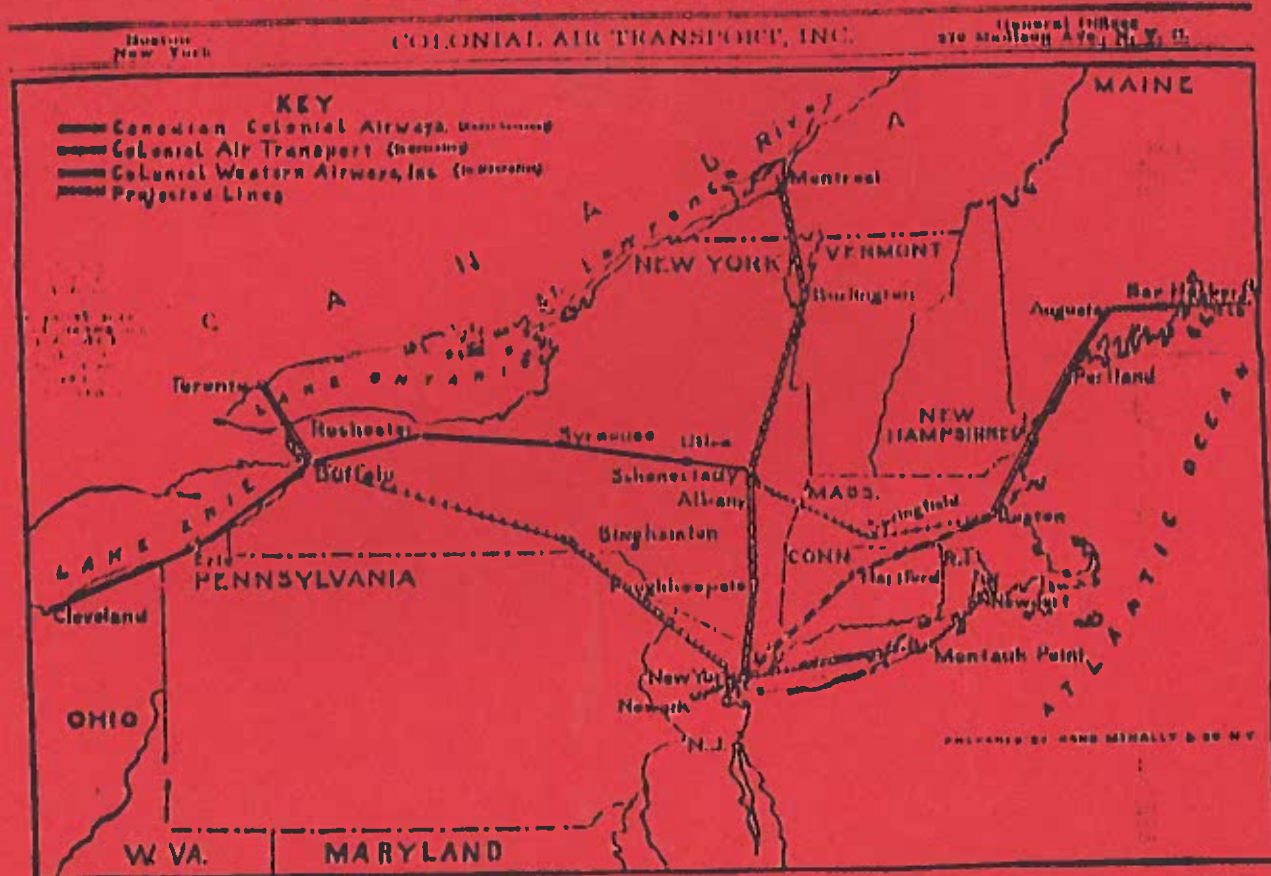
## MAHS BALLOT — BOARD OF DIRECTORS

Vote for Three

Norman Houle (#1)	2 Years	<input type="checkbox"/>
Other _____	2 Years	<input type="checkbox"/>
Jack Denison (#32)	2 Years	<input type="checkbox"/>
Other _____	2 Years	<input type="checkbox"/>
Scott Grant (#70)	2 Years	<input type="checkbox"/>
Other _____	2 Years	<input type="checkbox"/>



## Colonial Air Transport's Projected Routes to Portland, Augusta and Bar Harbor in 1928



### BOSTON, HARTFORD, NEW YORK

AIR MAIL NO. 1 TABLE ELEVEN Mail Exp. Passenger

Head Down Daily (Except Sun., Nat. Holidays) Head Up

7:50 ET Lv.	Hadley Field, New Brunswick	Ar. ET 9:15
8:25 ET Lv.	Hartford, Conn.	Ar. ET 7:25
7:50 ET Ar.	Boston, Mass.	Lv. ET 9:15

American Railway Express exclusively.

Flying Equipment—Two Pitcairn, "Mailwings" with Wright "Whirlwind" motors. 1 Stinson Detroiter with Wright "Whirlwind" motor. 1 Fairchild Cabin Monoplanes with Whirlwind motors. Relief ships at Hadley Field and Boston Airport. Pitcairn Mailwing planes are used for strictly mail purposes.

Officers—John F. O'Ryan, President; Laurence LaT Driggs and Harris Whittemore, Jr., Vice-Presidents; William A. Rockefeller, Treasurer; Sherman M. Fairchild, Secretary, and James A. Walsh, Assistant Secretary and Assistant Treasurer.

Board of Directors—Hon. John H. Trumbull, Chairman; John F. O'Ryan, Howard Conoley, Sherman M. Fairchild, William Hale Harkness, Benedict M. Holden, J. Leslie Kinkaid; Robert Law, Jr., William A. Rockefeller, Donald S. Tuttle, Hon. James W. Wadsworth, Jr., and Harris Whittemore, Jr.

Executive Committee—Hon. John H. Trumbull, Harris Whittemore, Jr., J. F. O'Ryan, B. M. Holden and Robert Law, Jr.

Traffic Manager—Sumner Sewall, Boston, Mass.

Chief of Operations—Dudley E. Rowland.

General Office—170 Madison Avenue, New York City. Phone Ashland 1750.

Boston—50 Federal Street. Phone Hancock 612.

Hartford—75 Pearl Street. Phone 2-9211. B. A. Pollett, District Manager.

Sample Issues  
\$4.00 each



1 year subscription \$30  
Overseas \$35

### WWI AERO (1900-1919) AND SKYWAYS (1920-1940)

Two journals for the restorer, builder & serious modeller of early aircraft.

- information on current projects
- historical research
- news of museums and airshows
- workshop notes
- technical drawings and data
- information on paint/color
- photographs
- aeroplanes, engines, parts for sale
- scale modelling material
- your wants and disposals
- news of current publications

Sole distributors for P3V, a computer program to generate a 3-view from a photograph.

Published by WORLD WAR I Aeroplanes, INC.

15 Crescent Road, Poughkeepsie, NY 12601 USA (914) 473-3679

### Welcome New Members

172. Alan J. Graves (*Maine Aviation*)  
P.O. Box 7860  
Portland, ME 04112-7860
173. James Rivers ("*White Bird*")  
c/o Carlen Service Center, Megaw Road  
Bangor, ME 04401
174. Jim Zabonko (*Aviation*)  
43 East Valentine Street  
Westbrook, ME 04092 (207) 854-8793



## Upcoming MAHS Meetings and Calendar of Events

December 14.....	9 a.m. ....	Conference Room, Portland International Jetport Terminal (Details on page 2.)
January 11.....	9 a.m. ....	Conference Room, Portland International Jetport Terminal
July 19-20, 1997.....	All Day .....	Great State O' Maine Air Show, Brunswick NAS, Blue Angels

The meeting sites can be flexible. We are looking for suggestions on locations for many of these meetings. Call Leo or Jim if you can help. The same goes for suggestions on the weekend lukes — let us know. We are also looking for guest speakers, slide shows, etc. Scott Gram has volunteered to handle the scheduling of our meetings and arranging for speakers and slide shows, etc. Please contact him at 207-774-4438 (207-761-9288 business) or 225 York Street, #3, Portland, ME 04102 if you have any ideas or can be of help.

### Mystery Solved! Here's Another—

Our October Mystery Photo remained just that until mid-November when member Carl Betterly of Old Town came through with the following great story:

*Back about 1932 or so I went to the Bangor Fair. They had a machine there that they had enclosed in canvas and were charging an admission fee to look at. The signs outside tweaked my curiosity so I paid to go in. There was the weirdest contraption I had ever seen. It had wings, sat on three wheels, looked like an airplane but had no propeller. The wings, of very little area, were covered on the top side with metal. Just by luck they were getting ready to start it when I went in. When they started it, the wings started flapping up and down. On the up stroke hundreds of little doors opened, on the down stroke, the doors all closed and it sounded like dumping a load of tin cans off a dump truck. It was deafening. At this point the machine started jumping up and down and would have torn itself apart if it hadn't been tied down. There was no way I could see to control anything but the speed of the gas engine, but it was interesting. As I remember it, the inventor, who was demonstrating it, came from the Ellsworth area. They called it an "ornithopter" (wing flapper). I always associated it with the building I used to see near Ellsworth Falls with a painted sign on it: "Eagle Aircraft Company."*

Of course, Carl was correct and the strange-looking bird in the Mystery Photo is one of James Crane's Ornithopters. He was from Ellsworth and his company was the Eagle Aircraft Company. It would seem that the *Bangor Daily News* or *Commercial* must have had some story on it, and if anyone can research those papers for 1932 (or thereabouts), we'd love to hear more.

### '96-'97 Flying Down East Calendar

16 Months: Sept. '96-Dec. '97

Only \$9.95 (plus \$2.05 postage).

ME residents add .60 sales tax.

Available in bookstores or by mail:

101 Monroe Ave. Westbrook, ME 04092-4020



This beautiful plane ended up on its nose in northern Maine in 1936. Can you tell us where, the type of plane and who the pilot was? He's now 88 years young and still going strong. Photo submitted by member Lin Lawrence of Palm City, FL.

### MAHS T-Shirts Now Available

The Maine Aviation Historical Society T-Shirts are now available. These are handsome white shirts with our logo in green and tan.

Sizes L and XL ..... \$12.00

Postage ..... 2.00

TOTAL ..... \$14.00

(Maine residents add .72 sales tax)

Please make checks payable to:

Maine Aviation Historical Society

101 Monroe Ave., Westbrook, ME 04092-44020

207-854-9972

*Think Ahead* — MAHS T-shirts make great gifts! And remember, all profits help the Society.







93 North Road  
Newburgh, Maine 04444  
Tel/Fax: (207) 234-2777

**VINTAGE WINGS  
MILLERS FIELD**

JOHN M. MILLER

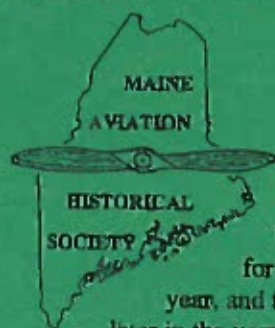
- Flight Instruction - Basic, Tailwheel, Skis, Aerobatics
- Photography - Aerial Oblique, Air to Air
- Aircraft and Parts - Bought and Sold
- Aviation Art, Books, Artifacts

**POST CARDS** — An assortment of 20 new B&W airplane picture post cards from old photos. \$4.00. Norm Houle, P.O. Box 563, Barrington, NH 03825.

**B & M AIRWAYS T-SHIRTS** — Original 1931 logo. Yellow and black, size XL only. \$14.00. I pay postage. Norm Houle, P.O. Box 563, Barrington, NH 03825.

**WE'LL HELP GET YOUR WORD OUT!**

Ad space is now available in the *Déjà Flyer*. Rates are \$5.00 for three issues per column inch, or \$18.00 per year. A full page (2 columns, 8 inches) is \$80.00 for three issues. Call Leo Boyle at 207-854-9972 for annual rates.



1997

**JOIN THE MAINE AVIATION HISTORICAL SOCIETY TODAY  
AND HELP ENSURE OUR LEGACY FOR TOMORROW**

Name \_\_\_\_\_

Address \_\_\_\_\_

City, State, Zip \_\_\_\_\_

Special Interests \_\_\_\_\_ Phone \_\_\_\_\_

Dues will be for the calendar year, and those joining later in the year will receive all newsletters retroactive to January of that year. All renewal of dues shall be due on January 1st.

Annual membership includes *12 monthly newsletters!* Mail payment to: MAHS  
101 Monroe Avenue, Westbrook, ME  
04092-4020

Membership	Dues	Benefits
Regular	\$20 annual	Newsletter
Corporate	\$50 annual	Newsletter, Calendar
Supporting	\$100 annual	Newsletter, Calendar
Lifetime	\$500	Newsletter, Calendar, Lifetime Membership Number (2 annual \$250 payments)

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

**JOIN US!**  
Saturday, December 14  
9 a.m.  
Conference Room  
Portland International  
Jetport Terminal