



DIRIGO FLYER

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Newsletter of the Maine Aviation Historical Society • 101 Monroe Avenue, Westbrook, Maine 04092 • 207-854-9972

Roland Maheu Sparks May Meeting

The May meeting was held in the Pilot's Lounge in the terminal of the Auburn-Lewiston Airport. After general business was taken care of, Roland Maheu arrived to delight all those present with tales of his flying activities through the years.

Roland learned to fly in his American Eaglet, which he bought in Waterville before he learned to fly. The owner promised to teach him, but whenever Roland motorcycled there from Auburn, it was always too windy, too cloudy or something! After about three and one-half hours of training, he was ready to go and asked how to get to Lewiston. "You go in that direction and just follow the road" was the answer. He made it home and landed in an 800' field. Later, the three cylinder Szekely engine blew a jug and he force-landed on the ice on the bank of the Androscoggin River. After that he wired the cylinder on!

Roland later owned a Ryan B-1 and a Bird Biplane in which he and "Lindy" Romaine did a great deal of barnstorming and carrying passengers and parachutists. Both of these planes were lost in a 1937 hangar fire that also destroyed Irwin David's Waco A. An arsonist had set the fire to get back at Irwin David. This was the first of three hangar fires Roland suffered, losing eleven planes in one and four in the other.

In 1940, Roland was talked into entering the New England Aerobatic Championships at the Maine Aero Rendezvous in Augusta. Against some of the best aerobatic pilots of the day, and flying only a Piper J-3 Cub, Roland surprised everyone by

winning the coveted cup, which he still has. In 1946, he was featured in Ripley's "Believe It or Not" for his "unbelievable" stunt. He would stop the motor on his Cub, climb out onto the wheel, hang on to the windshield and restart the motor.

A spry and active 82 years young, Roland has owned over 90 airplanes and currently flies his home-built and his Maule from the airstrip at his home in Minot. Thank you, Roland, for a great morning and we'll make sure you're prepared next time, which will be soon.



Roland Maheu (l) has the complete attention of Jim Chichetto and Jack Denison and all the others present as he talks about his exciting flying life at the May MAHS meeting in Auburn.

Amelia Earhart's Visit to Bangor

by Ian MacKinnon

Reprinted with permission from Maine Discover, Fall 1995

In mid-August 1934, Bangor buzzed with news that famed aviatrix Amelia Earhart would visit the Queen City to celebrate Women's Day at Godfrey Field (now Bangor International Airport). She planned to stop at other Maine cities, too, but her weekend sojourn in Bangor attracted the greatest attention.

By 1934, Earhart had garnered such records as the first trans-atlantic flight by a woman and the record transcontinental flight time by a woman. In an era when flying remained a novelty, Earhart broke barriers - but many remained solid, insurmountable by women.

Earhart had been invited to Bangor by the Chamber of Commerce, which organized a festive turnout for Sunday's

"main event" at Godfrey Field. Arriving in the Penobscot Valley for the weekend, Earhart stayed in the Governor's Suite at Log Lodge in Lucerne. Since she was "an ardent enthusiast of swimming," the press anticipated that she would "be seen somewhere on the beach sometime during her stay." And while newspaper photographers dogged her steps in Bangor, no one apparently filmed Earhart dipping her toe in Phillips Lake.

After breakfast on Sunday, Earhart traveled to Bangor with her sponsors: Samuel Soloman, president of National Airways; Milton Anderson, chief pilot for Boston-Maine Airways; and Herbert Baldwin, the BMA publicity director. Boston-Maine Airways provided air service into Godfrey Field; to accommodate the 200 women expected to fly with Earhart, the airline flew a Ford Tri-Motor into Bangor for the weekend

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June Meeting Set for Bangor

Do you remember the March meeting in Bangor? If you were there, you sure do, and if you weren't, you sure missed a great one. Well, Don Strout, who arranged the March one, is helping to put together this one, so the quality can be assured. Listen to all these early aviators tell each other how it really was back in the '30s, '40s and '50s. Don't miss this one! Be at the General Aviation Terminal, Bangor International Airport at 9 a.m. on Saturday, June 8.

And don't forget, we'll be at Owls Head on July 6 and 7 for their Military Air Show and at Brunswick NAS on July 19-21 for the Great State O' Maine Air Show. The August meeting will be in Sanford and is shaping up as a very exciting one — more details in the next *Dirigo Flyer*.

32nd Annual Northeast Aero Historians Meeting

The 32nd Annual NEAH meeting will be held in Philadelphia, PA at the Franklin Institute Science Museum and the Holiday Inn on October 18, 19 and 20. A reception will be held in the museum's Hall of Aviation Friday evening and Amelia Earhart, complete with jodhpurs and flying helmet will be there "in person."

On Saturday, after a guided tour, Ray Noll will talk on *Taylor and Early Piper, OX-5 to A-40*. There will be a paper on *Pittcairn Mailwing and Autogiros*, and Dr. William F. Trimble will speak on *The Naval Aircraft Factory, 1917-1956*. There will be other talks on *Wings for the Navy, Early History, American Helicopter* (Schneider), *50 Years of Commercial Helicopters* (P. Wright) and *Beyond Boeing and Lockheed* (Martin).

Saturday night, the banquet will be held in the Holiday Inn with Tom Crouch, Chairman, Department of Aeronautics, NASM on the Wright Brothers. On Sunday morning there will be an Open House at the American Helicopter Museum and, possibly, the Boeing Wind Tunnel. A ladies' tour of historical Philadelphia will be available on Saturday.

Notices will be sent later to all MAHS members or, if you can't wait, call 610-644-7920.

BMA Marks 65th Anniversary

August 1, 1996 marks the 65th anniversary of Boston-Maine Airways scheduled passenger and mail airline service from Boston to the state of Maine. We think this is cause for celebration, so let us know your ideas. The first northbound flight was flown from Boston to Portland and Bangor by a Pan American Airways Fokker F10A tri-motor piloted by PAA Captain George Snow of Rockport, ME. The first southbound flight left Bangor on August 3, 1931. They waited for Pan American's Sikorsky S-41B to fly from Bangor to Halifax and return. All ideas for how we should do this should be sent to member Norm Houle, P.O. Box 563, Rochester, NH 03825-0563 (Tel.: 603-664-5631).

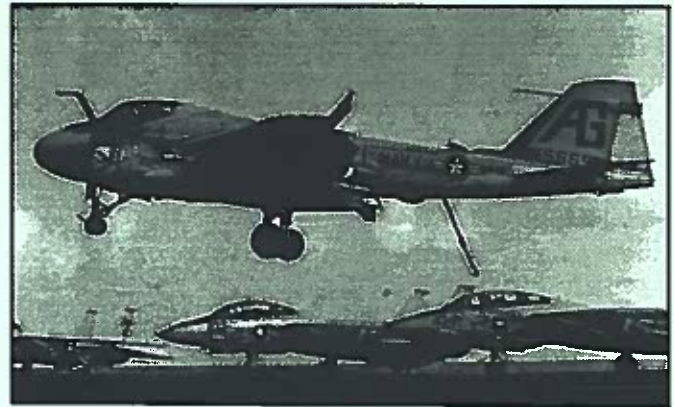
Anti-submarine warfare in many forms. A Lockheed S-3A Viking from the U.S.S. Dwight D. Eisenhower formates on a Lockheed P-3C Orion, while a Sikorsky SH-3A "Sea King" flies below.

Staggerwing Beech Commemorative Tour

A "tour" or flight of as many Staggerwing Beech aircraft as can be assembled will depart the Youngstown Elser Metro Airport in North Lima, Ohio on August 27, overnight at Frank Phillips Airfield, Bartlesville, Oklahoma and depart for Gillespie Airfield, El Cajon, California on August 28th to kick off this year's Staggerwing Museum & Club Annual Convention on August 29th. Contact Bill Thaden at (207) 439-1161 for additional information.

Thanks!

We want to thank all of you for the information and photos you continue to send — it helps to keep your *Dirigo Flyer* interesting and different for all. We also want to especially thank Neal Strange for the donation of a large number of Aircraft Identification Glass Slides of World War II aircraft... and Carle Thurston, well-known modeler, for magazine donations with the promise of more to come... and Leo Opdyke of *World War I Aero* for running our ad in his magazine... and new member Ray Richard, formerly a U.S. Navy photographer aboard the U.S.S. Dwight D. Eisenhower and the U.S.S. John F. Kennedy aircraft carriers, for contributing some great photos to the Society, two of which are reproduced below.



Grumman A-6E Intruder landing on the U.S.S. Dwight D. Eisenhower with Grumman F14A Tomcats parked on deck.



Earhart, Continued from Page 1

Excitement had built the previous week. "Seldom has a woman visited Bangor who has created the interest of the famous aviatrix," the Bangor Daily News noted. "The principle topic of conversation for the past few days has been the coming Women's Day."

Local clubwomen vied for a seat with Amelia. The Chamber's secretary, Wilfrid Hennessey, reported that he was "kept busy throughout the day Thursday, answering telephone calls and telegrams from all points in Maine." The 200 tickets went fast with 10 drawn at a bean-jar lottery at Freese's Department Store.

By 9:45 a.m. Sunday, some 10,000 spectators jammed the perimeter of Godfrey Field while the Bangor Police Department kept order. The cooperative crowd watched as pilot Anderson warmed up the Tri-Motor for the day's first flight.

Earhart had scheduled 27 such "hops," with the big plane carrying nine women (and Earhart) on each 10-minute trip over Bangor and Brewer. Passengers were urged to arrive at least 15 minutes before the flight time posted on their tickets. Most women arrived early, as did their husbands, who could fly on an accompanying aircraft.

Ticket agent Tom Gore punched nine tickets, nine women boarded the Tri-Motor, and Anderson taxied out before pointing the plane's stubby nose into the wind. Launch and recovery, launch and recovery: five flights passed uneventfully.

The sixth "flight... proved the sensation of the day" the Bangor Daily News stated. As she would do all day, Earhart left the flying to Anderson while she greeted the delighted passengers. She "had just stopped over to greet Miss Sally Miller, when all in an instant, the passenger pulled off a hat and a wig," a newspaper reported.

"Well, Amelia, here I am" announced the stowaway, immediately identified as Bangor thespian Ralph Mills. "Ban men all you want to, but I wanted to ride with you, so I just came along."

Acting on a dare, Mills had dressed as a woman for the flight. "Attired in a smart linen suit and white hat, everything complete even to ear jewels, his masquerade was most effective," the press reported. Mills had obtained a ticket and patiently awaited his turn with Amelia. When the flight landed, she posed with him for the camera and told onlookers that "it was all a good joke on her."

Earhart completed 12 hops by 12:30 p.m., when Gladys Stetson escorted her to a Bangor House luncheon organized by the Bangor Business and Professional Women's Club. About an hour later, Stetson returned Earhart to Godfrey Field, where the crowd applauded her arrival.

She continued flying, with the last hop touching down about 4:15 p.m. The weather had been perfect, as "if it had been ordered especially for the occasion," with an "azure sky, sun, and a wind that was sufficient to keep the temperature at a point where everyone was comfortable." Earhart estimated visibility at 50 miles.

The light breeze did not disrupt flight operations. The passengers displayed "very little nervousness, and no illness occurred... the entire day," the Bangor Daily News reported.

Earhart's passenger list included many socially prominent women, as well as younger passengers like 10-year-old Joanne Jordan. Among the excited passengers were two nonagenarians,

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The Passing of the Pioneers

Gerard J. Morin

Gerard J. Morin, 87, of Grammar Road in Sanford, who helped develop the first American jet-powered engine, died on May 9, 1996.

Mr. Morin lived and worked in East Hartford, CT, for more than 20 years. He was part of a research team for Pratt & Whitney Aircraft and helped develop the first jet-powered engine.

Worden J. Perry Jr.

Worden J. Perry Jr., 85, died April 2, 1996 at a Bangor hospital.

At the age of 10, he became active in post World War I flying, serving as a student worker. He made his first solo flight at the age of 15 in an ex-Navy Curtiss MF "Sea Gull" Flying Boat. Having qualified for various federal pilots' licenses, he became active in commercial flying. He also held a rare State of Massachusetts issued pilot's license, flying Ford Tri-Motored Transports for Colonial Air Transport, Inc. on the early Boston-New York run. Serving as colonel in the Rhode Island Air Guard, he flew Curtiss "Hawk" Fighters. Together with his wife, who was one of the earliest licensed women pilots in New England, they operated Viking Flying Services, Inc. with bases in Rhode Island and MA.

After retiring from active commercial flying, they bought and operated the Greenleaf Inn, a White Mountain resort hotel in the Franconia Notch Village of North Woodstock, NH. During World War II, he was with the North Atlantic Wing of the Air Transport Command. At war's end, Mr. Perry was employed by Northeast Airlines at Moncton, New Brunswick, Canada and Presque Isle, Maine. He retired in 1948.

Welcome New Members

148. **Fred F. Walker** (*Aviation*)
P.O. Box 115
Fryeburg, ME 04037-0115 (207) 935-2633
Winter: 8111 SW 12th St., No. Lauderdale, FL 33068
149. **William Grosick** (*Aviation*)
7155 Woodell, NE
Canton, Ohio 44721
150. **Ray Richard** (*Aviation*)
25 Green Street
Bridgton, ME 04009

Change of Address:

91. **Max C. Calderwood**
P.O. Box 355 • West Buxton, ME 04093-0355

Note: All of this month's new members were the direct result of solicitation by current members. Thank you all and keep us growing!

Memories of Bud McLellan

by Member Lin Lawrence

I remember a very youthful freshman from Ricker Junior College who introduced himself and asked me to teach him to fly. At first I discouraged him because of the number of unemployed pilots. He, however, was persistent.

When all else failed, I requested a meeting with his father, and shortly we were flying to Sherman Station. When Bud spotted his Dad's truck, we landed the J-3 Cub (on skis) along the road.

During our conversation, I asked D.F. (Bud's father), "Who is going to pay for all this flight training?" D.F. looked me in the eye and, pointing to Bud, said, "He is — I will sign his note." I was impressed.

It did not take long for Bud to earn his private pilot license. This was soon followed by the FAA exam for a commercial pilot rating, a flight test for his instructor's rating, and an instrument rating.

Bud's young age never was a barrier for him because he demonstrated knowledge, confidence and good judgment beyond his years. My own Dad was smart — he flew with Bud, not me. With tremendous admiration, I watched Bud teach his father to fly. It was a first for me to see Bud, the instructor, send off his Dad, the student, on his first solo flight.

Bud wanted to become a bush pilot, but with his ability and personality, I suggested he fly with an airline. I called the chief pilot for Northeast Airlines to talk about possible NEA pilot candidates. I told him I had two pilots, one too young (18) and one too old (34). His response was, "I'm sending you a pass for the eighteen-year-old."

Bud's colorful story-telling has helped me remember the date of his interview with the NEA chief pilot in Boston. As he walked out of the pilot's office on cloud nine, Bud observed two "well lubricated" Irishmen trying to help each other. He was hired by Northeast Airlines on St. Patrick's Day (1951).

A few weeks after Bud began flying for NEA, he and Carole were married and moved to the Boston area. Initially, however, the airline employed him only during the summer, when the airline flew an expanded schedule. I vividly remember a Stinson arriving from Boston with Carole and Barry and a newborn as passengers.

In our "semi-bush" type of operation at HUL, the pilots flew airplanes on wheels, skis and floats. During his off-season, he joined us as we flew for all kinds of reasons and under all types of conditions.

As I recall the beginnings of his career and their life together, I marvel at the changes that have taken place. Two people from rural Maine have experienced travel to distant points. Bud has advanced from transporting passengers in a DC-3 to small towns such as Houlton to carrying people in wide-bodied jets to major cities on two continents. He has ascended the seniority ranking from a lowly part-time crew member to the number one position of 9000 Delta pilots.

Life in Uniform

During World War II, to meet the demand for hundreds/thousands of pilots, the military built many airfields to alleviate crowded skies and reduce mid-air collisions on training flights.

We were stationed for a period of time at one of these "instant airfields" located forty miles from the main Naval Air Station in Pensacola, Florida.

To meet the housing needs of married personnel, the Navy had constructed barrack-type buildings just outside of the base's main gate. These hastily built apartments were covered with asphalt paper. On sunny summer days, the heat absorbed by the asphalt made these buildings almost unlivable.

To add to our discomfort, all cooking was done on oil-burning stoves. Needless to say, it took forever for the apartments to cool down on those miserably hot summer evenings. All windows open wide made little difference as the heated internal air seemed reluctant to escape.

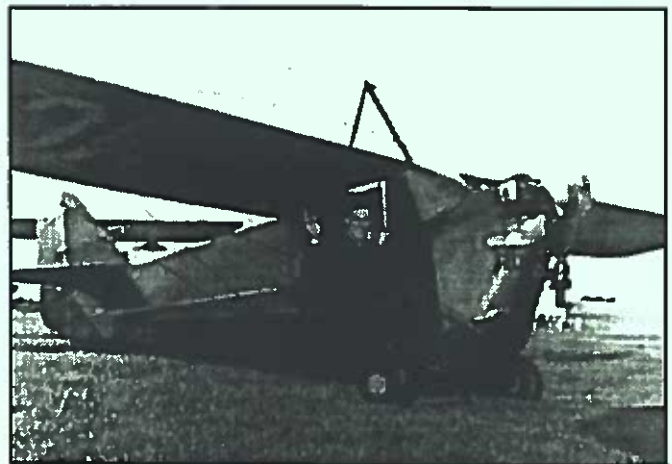
To compound the problem, training flights of four-engine bombers practiced touch-and-go night landings on a nearby runway. Yet another challenge to human sleep.

Interim lights blinked off as one hot, humid evening dragged on. All was quiet anticipating another bomber touching down with a triple squeal of rubber on concrete starting that long, howling climb. Unfortunately only enough altitude was gained to line up for another "bounce." Never enough altitude to eliminate the droan of props trying to get into synchronization in the young hands of new pilots.

Suddenly a loud female voice was heard to shout, "Oh, John! That feels so good!" For the occupants of several apartments in both directions, multiple images raced through tired minds.

It was morning before we learned John had placed an ice cube on his wife's back.

Don't Forget the Rubber Duckie!



Member Lin Lawrence in the cockpit of an Aeronca C-3 "Bathtub" in West Trenton, NJ in 1939. Steve Richards, formerly of Rumford, ME, agreed to check Lin out in this plane. They could only gain 200' altitude on their first flight. Thereafter, Lin was on his own. Climb, cruise and glide airspeed were all the same! Lin survived 30 hours in this "Bathtub."

Upcoming MAHS Meetings and Calendar of Events

June 8	9 a.m.	Bangor International Airport, General Aviation Terminal Lounge
June 9	10 a.m.	Cruising Motorcycles and WWI Air Show, Owls Head Transportation Museum
June 20-23		World War I Seminar, Smithsonian Institute (413-247-9840, days)
June 23	10 a.m.	'70s Auto and Air Show, Owls Head Transportation Museum
July 6-7	10 a.m.	Military Air Show, Owls Head Transportation Museum
July 14	10 a.m.	'50s and '60s Auto and Air Show, Owls Head Transportation Museum
July 19-21	10 a.m.	Brunswick Naval Air Station Air Show
July 27-28	10 a.m.	Truck/Tractor and Air Show, Owls Head Transportation Museum
August 1-7		Oshkosh '96 EAA Fly-In and Convention, Wisconsin (414-426-4800)
August 10	9 a.m.	Sanford Area
August 11	10 a.m.	Transportation Spectacular and Aerobatic Air Show, Owls Head Transportation Museum
September 6-8		International Seaplane Fly-In, Greenville, ME
September 14	9 a.m.	Miller Field, Newburgh, Maine
September 15	10 a.m.	Annual Transportation Flea Market, Owls Head Transportation Museum
October 6	10 a.m.	Foreign Auto and Air Show, Owls Head Transportation Museum
October 12	9 a.m.	Biddeford Municipal Airport
October 18-20		Northeast Aero Historians Meeting, Holiday Inn, Philadelphia
October 27	10 a.m.	Great Fall Auction
November 9	9 a.m.	Open
December 14	9 a.m.	Conference Room, Portland International Jetport Terminal

Hikes to be announced will include Big Spruce Mountain (*White Bird*), F-101 crash site, Elephant Mountain (B-52) and others.

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 hikes — let us know. We are also looking for guest speakers, slide shows, etc. Scott Grant 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.

Earhart, Continued from Page 3

Bangor residents Parthenia Cameron and Alice Ditmas, who were taking their first flights.

"I want to keep on and go to South America. It is just perfectly grand," Cameron stated as she stepped from the plane.

An unofficial poll indicated that seven of every nine passengers had never flown. "All were surprised that there was no rush of scenery as is found when traveling at a high rate of speed in other modes of transportation," a newspaper reporter wrote. The introduction to aviation subsequently paid dividends for Boston-Maine Airways, since "every detail of flying scored a hit with the women, who have become very air-minded and many started planning trips to Boston and New York."

BMA, of course, was the only "air" way out of town.

At day's end, Earhart and her entourage drove back to Lucerne, where they stayed the night before departing for Waterville on Monday, Aug. 13. She rested that day, then went to Lakewood Theater in Skowhegan that evening.

The crowd watching the play "Twentieth Century" enjoyed a thrill that night. The lead role was played by Groucho Marx, sans his trademark moustache and his zany brothers, Chico, Harpo, and Zeppo. Marx eschewed his traditional comedy routine for the serious play, but he left "no doubt ... that he could handle the situation masterfully."

Heads swiveled in the audience as people watched Marx, then Earhart. Graciously accepting the attention as she had in Bangor, Amelia "spoke to the audience between two of the acts and was given a royal welcome."

Earhart soon left Maine and ultimately earned historical immortality when she and her navigator, Fred Noonan, vanished over the Pacific Ocean. Her tour through Maine would not be forgotten, particularly in Bangor, where there never again would be such a Women's Day celebration.

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Mystery Photo of the Month

Here's your chance! Who can be the first to tell me about this mystery airplane? Submitted by and once owned by one of our members.



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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**
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Supporting	\$100 annual	Newsletter, Calendar, Journal
Lifetime	\$500	Newsletter, Calendar, Journal, Lifetime Membership No. (2 annual \$250 payments)

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

Next Meeting:
**General Aviation
Terminal Lounge
Bangor Airport
June 8, 1996
9 a.m.**