



DIRIGO FLYER

Vol. IX, No. 7 July 2001

Newsletter of the Maine Aviation Historical Society
P.O. Box 2641, Bangor, Maine 04402 • 207-941-6757 • 1-877-280-MAHS (in state)
We're on the Internet! Visit our new web site at acadia.net/mahs/

Maine and the Cold War

This important article by Vice President Peter Noddin gives a great picture of the real Cold War in which Maine was so involved. It was originally published in the November 2000 issue of "Atlantic Flyer." Our thanks to publisher Jackie Lanpher for permission to reprint it.

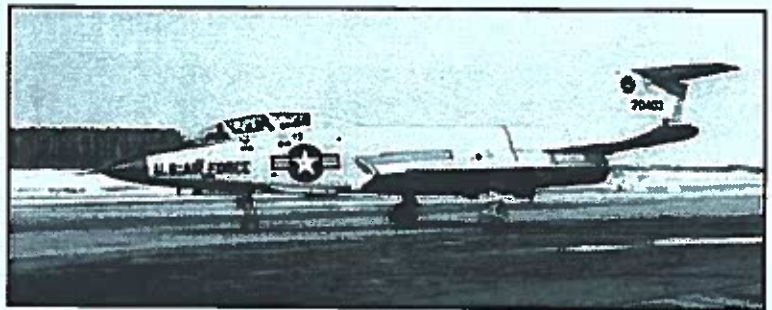
The First Line of Defense

Early on the afternoon of Wednesday, November 14, 1962, two F-101B "Voodoo" jet interceptors took off in formation from Dow Air Force Base in Bangor Maine, and climbed through the low gray overcast. For several minutes the roar of their Pratt and Whitney J-57 engines could still be heard, fading away toward the northwest. To local residents, these were not unusual sights and sounds over a city with an Air Force base that was home to Strategic Air Command bomber and tanker squadrons, an Air Defense Command fighter squadron, and an Air National Guard fighter squadron.

But never since World War II had the operational tempo at Dow been so high or drawn so much attention from the citizens of the region.

For several weeks now, the nation had held its breath in fear that a nuclear war between the super powers was going to become a reality at any moment. The Cuban Missile Crisis was still the top national news story and the United States Military was at its highest level of alert ever during the Cold War. The Soviet Union had backed down within sight of the U.S. naval blockade and begun to dismantle the intermediate range nuclear missile sites in Cuba, but Fidel Castro was threatening to shoot down U.S. Air Force reconnaissance planes that were monitoring the disarmament. Medium range bombers and tactical missiles in Cuba still posed a serious concern.

In an age when the manned nuclear-armed bomber formed the main strategic deterrent to world war, Maine played an important role in the Strategic Air Command's operations. B-52 bombers stationed at Loring Air Force Base in Limestone and at Dow Air Force Base normally sat armed and ready with crews in their alert facilities, waiting for the klaxon to sound, signaling that the unthinkable had begun. In recent years, Presque Isle Air Force Base had been the home of the first nuclear-armed strategic missiles aimed at the Soviet Union, SNARK cruise missiles.



An F-101B "Voodoo" of the 75th Fighter Interceptor Squadron on the runway at Dow Air Force Base, now Bangor International Airport. The 75th flew 101s from Dow between 1959 and 1968. (Photo courtesy of Bangor Daily News)

The increased readiness that came with the crisis had several armed B-52s from each base flying 24 hour long missions requiring multiple air to air refuelings. Besides this around the clock "airborne alert," extra bombers sat armed and ready at the alert facilities on base and dispersed to civilian airports around the country.

Less well remembered are the protective elements of the Air Defense Command that existed in Maine at the time. The "Bangor Air Defense Sector" included radar sites and interceptor squadrons throughout northern New England. Radar installations throughout the sector fed their data to the Semi-Automatic Ground Environment, "SAGE" sector block house in Topsham, where the most sophisticated computers of the day sorted and displayed all tracked aircraft. Controllers could direct interceptor aircraft or air defense missiles to hostile aircraft through data links. Supersonic jet interceptors of the Air Force's "Century" series stood alert in special hangars at Dow and Loring Air Force Bases. These planes carried nuclear-armed unguided "Genie" as well as high explosive armed radar guided or heat seeking "Falcon" air to air missiles. A squadron of BOMARC, long range, radar guided surface to air missiles operated from a launch facility near Dow. The U.S. Army also

"Cold War," continued on page 3

Dirigo Flyer is published monthly by the Maine Aviation Historical Society, a non-profit (501c3) corp. P.O. Box 2641, Bangor, ME 04402
 web site: acadia.net/mahs/
 telephone: 207-941-6757
 1-877-280-MAHS (in state only)

ASSOCIATION OFFICERS

President

John Garbinski (#245)
 Bangor, ME 04401
 207-262-8799

e-mail: jgarbinski@hotmail.com

Vice President

Peter Noddin (#295)
 East Millinocket, ME 04430
 207-746-5166

e-mail: petef86a@midmaine.com

Corresponding Secretary

Alfred Cormier (#196)
 Bangor, ME 04401
 207-941-6474

e-mail: acom6H@aol.com

Recording Secretary

William Townsend (#101L)
 Bar Harbor, ME 04609
 207-288-5654

e-mail: townsend@acadia.net

Treasurer

Charles Brantner (#287)
 Winterport, ME 04496
 207-223-5335

e-mail: cbbvjb@javanet.com

DIRECTORS

John Garbinski (2003) #245
 Peter Noddin (2003) #295
 William Townsend (2003) #101L
 Leslie Shaw (2003) #331F
 Leo Boyle (2002) #2L
 James Chichetto (2002) #5L
 Alfred Cormier (2002) #196
 Charles Brantner (2002) #287
 Michael Cornett (2002) #321
 Jim McCurdy (2001) #206
 Ed Armstrong (2001) #166L
 Carl Sederquist (2001) #218L

Monthly meetings
 are held at 10 a.m.
 on the second Saturday
 of each month
 at various locations.

See calendar for details.

Maine Aviation Historical Society President's Report Read at the June 2001 Meeting

This month we are in Medway, Maine for what promises to be an exciting day of hiking to various crash sites in the area. Our host for this event is our own Vice President Peter Noddin. I wish to thank Peter for the effort he has made in preparing for today's event and in arranging for us to have our meeting here at the Bernard Coro Disabled American Veterans Post.

May was a very positive and productive month for the Maine Aviation Historical Society and the Maine Air Museum. This past month the Society was very busy planning for the big Memorial Day parade in Bangor. For those who participated in the preparation and/or the manning of the float that we entered, all I can say is that many of you went beyond the call of duty. The response from the public was overwhelming. A detailed story on this event has been written and is included elsewhere in this edition of the *Dirigo Flyer*. Our participation in this event has launched our public awareness campaign in a positive direction. Just prior to the start of the parade, a local radio station interviewed me, and that interview was broadcast the following day. I received numerous phone calls and positive comments about the interview and our parade float.

We have many opportunities ahead for further public awareness, including the Owls Head Transportation Spectacular and Aerobatic Air show in August, and the Greenville International Seaplane Fly-In in September. Our biggest event this year will be the Great State of Maine Air Show at Brunswick NAS. This will take place September 22-23 and will feature the United States Navy's Blue Angels demonstration team. I am currently working with the coordinator of the air show on our participation in this event.

Finally, we are in the process of preparing and submitting requests for grants, and the erecting of a sign at the Maine Air Museum for both fundraising and as a public awareness campaign. We are moving forward and are starting to build momentum. There will still be many bumps in the road ahead, but the ride will be a lot of fun for those who choose to climb on board.

John Garbinski, President

Highlights from the Memorial Day Parade



Ready to go! (left to right) Matt Jandreau, Rachel Jandreau, Cathy Cook, John Garbinski, Mike Cornett, Scott Howard (driver), Jim Chichetto, and Bill Cook.
 (Photo via Mike Cornett) More great photos inside!

JOIN THE MAHS TODAY

"Cold War," continued from page 1

provided a last ditch air defense of Loring Air Force Base. Four batteries of Nike Hercules short-range surface to air missiles, which could be armed with conventional or nuclear warheads, formed a protective ring around the base.

A few years earlier, routine intercepts of off course or overdue airliners and cargo aircraft had given way to interception of Soviet bombers and reconnaissance aircraft probing the air defense identification zone off the Maine coast. Just prior to the crisis hitting the national news, F-106 "Delta Darts" of the 27th Fighter Interceptor Squadron had intercepted a Russian "Bear" that had actually entered U.S. airspace and forced it to land at Loring Air Force Base. Never before had a shooting war in the skies over North America seemed so likely.

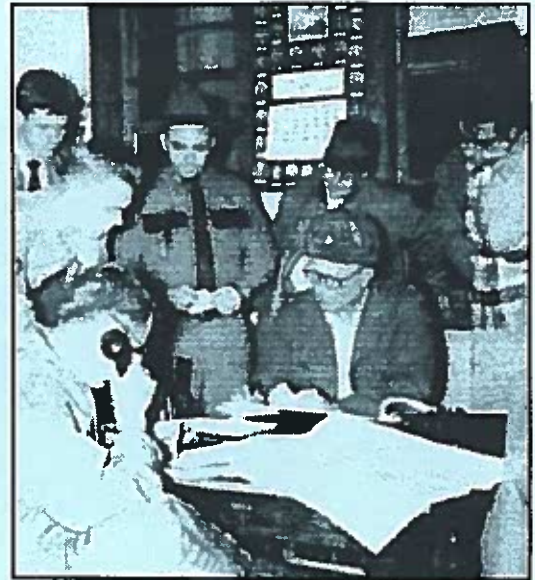
The two-plane flight that had just taken off from Dow was on a routine training mission. Both planes carried a pair of GAR 2A Falcon heat seeking missiles so that they could be diverted to an active air defense mission if an unidentified aircraft was picked up by SAGE while they were airborne. This was a standard practice in the Air Defense Command. The lead plane, "Yankee Papa 20" was piloted by 29-year-old Captain Douglas Roe, with 27-year-old Captain Charles McClead, Radar Intercept Officer (RIO), in the rear seat. Captain Roe had recently been transferred to the 75th Fighter Interceptor Squadron and had completed his transition training to fly the F-101B interceptor. This intercept was the last of his "qualification" flights needed to become alert ready.

Today's mission involved a simulated "snap-up" delivery of an AIR-2A Genie nuclear rocket against another F-101B that had taken off earlier and would simulate an incoming bomber at high altitude. Then Roe and McClead would intercept a T-33 trainer simulating a low-level intruder and dropping chaff to confuse their aircraft's radar system. Captain Earl Grenzsbach Jr. would follow in "Yankee Papa 21", with Captain Art Aspinall in the rear seat as his RIO, to evaluate their performance. Captain Roe was also scheduled to fly a second training mission that evening.

"One-O-Wonder"

The two engine F-101B, along with the F-106 "Delta Dart" formed the backbone of the Air Defense Command's manned interceptor force. At 67 feet long, with a 40 foot wing span, the "Voodoo", known unofficially by those who flew them as the "One-O-Wonder", could fly at nearly mach 2 and had a maximum range of just under 2000 miles. The transition from first generation jet all-weather interceptors like the F-89 "Scorpion", F-94 "Starfire", and F-86D "Sabre Dog" to the supersonic centuries that was occurring at this time was nothing short of remarkable. Pilots, like Captain Roe, were transitioning from planes that might break the sound barrier in a steep dive and hold together if pulled out gently, to aircraft that could easily cause a sonic boom if an adequate rate of climb wasn't maintained on take off (much to the woe of many homeowners near Air Force bases).

The 101's on-board radar and fire control system could locate aircraft in darkness or foul weather and engage them



Major J.W. Henderson plans the search for the "Yankee Papa 20" from the elementary school in Medway, Maine on the first night of the search. Headquarters for the search would be moved twice during the four-day search. (Photo courtesy of Bangor Daily News)

with up to six missiles that could be carried on a rotary missile door in the belly of the aircraft, three outside and three inside. The normal armament for an F-101B standing 5-minute alert was two GAR-2A heat seeking Falcons and two AIM-2A nuclear-armed Genies. Pilots sometimes discussed measures to disable Soviet bombers by ramming into them with their fighter if they were out of missiles and attacking planes were still present. Pilots talked about hitting the bomber's cockpit or tail with the belly of their plane to force it down and still give their fighter a chance of survival. Such desperate measures were warranted by the destructive power of a single nuclear-armed bomber.

The F-101 series of fighters did have one "goblin" in their handling characteristics, as did most of the first and second generation of jet fighters. The F-101 had a tendency to suddenly "pitch up" in flight without warning. This was caused by turbulent airflow from partially stalled swept wings at high angles of attack, and during high G maneuvers, creating a loss of lift on the horizontal stabilizers of the 101's "T" shaped tail. If it couldn't be brought quickly under control it would develop into a flat oscillating spin from which no recovery was possible. The F-101 autopilot system had been retrofit with a pitch inhibitor which included a warning system to alert the pilot when the plane approached stall conditions that could lead to a "pitch up". The flight envelope of the F-101 was defined by the pitch up hazard, rather than stall parameters and pilots were trained to apply full down stabilizer and deploy the plane's drag chute at the top of one of the vertical oscillations in the

"Cold War," continued on page 6

We Love a Parade!

By Mike Cornett and John Garbinski

On Monday, May 28, 2001, the Maine Aviation Historical Society / Maine Air Museum took its public awareness campaign to a new level. The float that was entered in the Bangor Memorial Day parade was truly outstanding and presented to the public the spirit and dedication of the men and women of our Armed Forces on a day in which we choose to remember the sacrifices of so many for the freedoms we enjoy today. And what a parade it was! It was by far the largest Memorial Day parade that Bangor had seen in many years.

The events on this day for the Maine Aviation Historical Society began early at the museum, when Les Shaw got there by 6:00 a.m. and Mike Cornett by 6:20. Les had everything ready to get the J-57 jet engine out of the bay. By taking our time it came out smoothly and safely. The driver for H.O. Bouchard (Scott) called around 6:45, so Les told him to come on down, which he did at about 7:30. During this time, Jim Chichetto and I showed up. Jim's leadership as chairman of the committee to prepare this float was instrumental to its success. We simply could not have done it without him. While we were getting the jet engine loaded onto the trailer, Peter Noddin arrived with Matt and Rachel Jandreu. They came down all the way from the Medway area to help with the living history part of our setup. Then Bill and Cathy Cook arrived to also help with the living history part of the float. Bill provided uniforms and gear that really made the characters portrayed "come alive."



The Memorial Day Parade Committee:

Jim Chichetto
John Garbinski
Les Shaw
Mike Cornett

(Photo by Mike Cornett)



Tractor/trailer donated by H.O. Bouchard in Bangor waiting for the parade to begin.

(Photo by Mike Cornett)

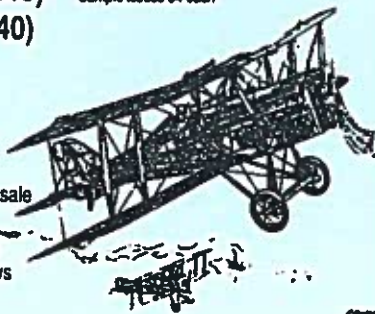
Carl Sederquist arrived and we were ready to get things started. The truck was set up with one of the new banners on the front. On the trailer, first the signs with space for the people in between, then the jet engine in the middle of the bed. The second banner was on framework because it was too big for the end of the trailer, and then me with the B-52 crash seat from the Elephant Mountain crash site. We were placed in the fifth division of seven but the parade started on time at about 10:30 or so. It was a fast and furious hour as we passed out all of the 150 plus flyers that Ed Armstrong had graciously printed for us at Snowman's Printing, and the 50 or so that Carl brought up that were left over from the Augusta resolution at the State capital. We had stamped about 150 of the balsa planes that Leo Boyle had kindly ordered for us, but there were so many kids that we ran out of these before we even got to Haymarket Square, so we passed out the one sheets and unstamped planes till the end of the parade. Out of the 500 planes, we had only about 100 to 150 planes left.

Our leader for this event (Jim Chichetto) rode with the driver of the float. Carl Sederquist, Les Shaw and Peter Noddin walked or ran alongside passing out the planes, one sheets and *Dirigo Flyers*. The living history characters made quite an impression on the people of the Bangor area. Mike Cornett was outfitted as a World War II flight officer. Cathy Cook and Rachel Jandreu were outfitted as World War II WAC members. Matt Jandreu was outfitted as an early Air Force test pilot with flight suit, pressure ("G") suit, and parachute. Bill Cook looked outstanding in his complete Korean War pilot's outfit that

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

Sample issues \$4 each

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



BUILD ONE! A REAL ONE!

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 (845) 473-3679

12/02

Two Night Seminar on the Life and Careers of Igor I Sikorsky

Helicopter, Large Amphibian, and
World's First Multi-Engine Aircraft

Lecture, Slide Show, Library, Videos, Artifacts
JULY 20, 21 and 22, 2001 at Bradford Camps
Munsungan Lake, North Maine Woods, T-8 R-10

Enjoy the anecdotal history of a leading man of vision by his son and grandson. Enjoy some great fishing, wildlife viewing and Maine sporting camp hospitality.

www.bradfordcamps.com

Call 207-439-6364 (winter)
or 207-746-7777 (summer).

7/01

The Memorial Day Parade in Bangor



President John Garbinski is ready to eject with Bill and Kathy Cook in their uniforms and two friends in uniform ready to parade.

(Photo by Oscar Blue)

featured a 1950's flight suit, helmet and oxygen mask, and parachute. I was last, outfitted in a complete Air Defense Command (ADC) pilot's outfit from the early 1960's. I had on the famous Indian Orange flight suit, helmet and oxygen mask, and parachute. We did the military proud. Wished we had some civilian gear to go with the rest but that's for the future. We lit up the faces of many children by passing out the planes (or was it the candy from the 150th Army Guard behind us?). One comment overheard by Peter Noddin was directed toward John Garbinski: "Mommy, look at the astronaut!"

Special thanks from President Garbinski:

Thanks to everyone who made the Memorial Day parade a huge success. Some gave their time, money, or both. All are appreciated tremendously. Thanks go to Jim Chichetto for the planning and helping with the signs and float preparation. To Carl Sederquist for paying for the signs and banners and for passing out the planes and literature at the parade. To Leo Boyle for getting the balsa planes in such quick order. They were a big success with the kids. To Signs and Designs for their making

of the signs and banners. To Ed Armstrong for his continued support in printing the flyers and providing the ink stamps to stamp the balsa planes. To H.O. Bouchard for sending the truck and trailer, and to their driver Scott. To Bill and Cathy Cook, Matt and Rachel Jandreu for helping us out on their own time with our setup. To Joel Gopan for his lending us his Reese hitch with the pintle hook on it that saved us much needed time so that we could get the rest of the setup done. To Mike and Les Shaw for helping to complete the signs and setting up the float.

Last and certainly not least there is one person who deserves more thanks than any of us can possibly bestow upon him. Mike Cornett put not only his time (a lot of time) and money into this event; he put every ounce of his heart and soul into it. Rarely have I seen such dedication in a volunteer to do a job so well as Mike did for this parade. Please thank him when you see him as he went well beyond the "call of duty" this Memorial Day and in the weeks preceding it. It was truly a great day for the Maine Aviation Historical Society and the Maine Air Museum.

Our Float for the Memorial Day Parade in Bangor

Our J-57 jet engine and B-52 ejection seat mounted on the Bouchard flatbed. (Photo by Oscar Blue)



INVESTIGATIONS

PROCESS SERVICES

C. PETER MARINI

PRIVATE INVESTIGATOR
NOTARY PUBLIC

LICENSED and BONDED

TEL/FAX: 207-990-3463

MEMBER OF U.S. PROCESS SERVERS ASSOCIATION 302

1201



*You are cleared for the
Allied Approach . . .
to Mortgage Financing!*

Donald Godfrey, Loan Officer

Phone:

(207) 879-4044, ext. 158

Toll Free:

(877) 472-LOAN (5626)



ALLIED
MORTGAGE
CAPITAL CORPORATION



Aerobat Aviation Gallery

LAWRENCE E. NICKERSON
2107 CARMEL ROAD NORTH
NEWBURGH, MAINE 04444

TEL. 207-234-7125

E-MAIL: aerobatflyer@uninet.net

502

The Maine Aviation Historical Society's First Book by Member

JOHN C. GARBINSKI

The United State Air Force in Maine Progeny of the Cold War

8 1/2 x 11 softbound, 134 pages, 151 illustrations
Published by the Maine Aviation Historical Society
\$20.00 at the Museum or mail your order to:

MAHS Book Order Dept.

101 Monroe Ave., Westbrook, ME 04092-4020

(Please add \$3.00 postage and handling for mail orders.) 1201

"Cold War," continued from page 3

first 6-8 seconds of departure from normal flight, to get the nose down and regain control.

"The 101 was a good interceptor," McClead later related, "but an evil beast, in that it was hard to fly and it took a good pilot to fly it."

"Mayday!"

Soon after take off, "Yankee Papa 20" was in contact with the SAGE controller and received data link information showing the target aircraft inbound over northern Maine. The pilot turned north and accelerated to supersonic speed over the vast forest north of the base. As they approached Lincoln at 35,000 feet, Captain McClead acquired the other F-101B on his radar and had Captain Roe make a set of turns to set up the proper angle for a 110 degree beam attack as guided by the fire control system. At 20 seconds to go to the calculated missile firing point, the pilot pulled the plane up into the steep "snap up" climb designed to allow him to shoot down a bomber at a much higher altitude and give the fighter time to escape damage from the nuclear fireball.

With extra fuel drop tanks, the maneuver put the plane at near stall conditions through most of the climb. The tanks fitted to the aircraft that day were unstreamlined "ferry" tanks rather than the streamlined tanks normally used for supersonic flight. The tanks also created an aft center of gravity since no ballast was in place in lieu of the 820 pound Genie rockets. While still about five miles from the target, the pitch up warning horn sounded in the cockpit and Captain Roe flattened out his climb slightly to avoid the danger. As the plane made the transition to subsonic flight, Roe fought to complete the intercept and keep the aircraft from departure. As the firing point was reached, he lost what had been predestined by the aircraft's balance and configuration to be a hopeless battle.



Captain Charles McClead (right, with RIO) aboard the ill-fated interceptor, talks with squadron mates shortly after walking out of the woods. McClead ejected and spent the night in a make-shift shelter before finding his way two miles to a highway. (Photo courtesy of Bangor Daily News)

Captain Grenzebach, in "Yankee Papa 21", saw the plane suddenly go nose up and snap roll to the left. The sudden stress from the uncontrolled maneuver caused the right wing drop tank to separate from the aircraft. The pitch up, combined with the sudden change in the aircraft's balance due to the loss of the tank, sent "Yankee Papa 20" into a bizarre twisting cartwheel through the sky. The pilot deployed the drag parachute in an attempt to get the nose down and regain control. Despite this, the plane entered a flat spin. The sleek fighter capable of flying faster than the speed of sound essentially became a falling rock.

Grenzebach saw the plane enter the clouds at 38,000 feet and knew he could not follow it down further due to solid overcast and a snowstorm below. As "Yankee Papa 20" was seen the last time for three days, he could only squawk emergency and make a frantic "mayday" call to alert Dow of the aircrew in serious trouble.

The flight had lasted only about 20 minutes.

Desperate Search

Within an hour, a convoy of Air Force vehicles left Dow and was escorted by state troopers north on U.S. Route 2 toward the area. The convoy included ambulances, a mobile kitchen, a fuel truck, trucks loaded with bunks, as well as trailer-mounted search lights and boats. Major J.W. Henderson, Provost Marshall at Dow, led the search team numbering about 40 Airmen. Considering the radar fix at the time of the mayday call, Henderson decided to set up the search headquarters at the elementary school in the small town of Medway, near Millinocket. Classrooms became bunkrooms and offices for planning the search. The gym became a chow hall and Air Force cooks took over the kitchen. Outside, technicians rechecked spotlights, boat motors and other equipment to ensure their readiness if needed for the rescue.

An HH-43 "Huskie" rescue helicopter arrived in the area from Loring Air Force Base but was unable to conduct an effective search because of the heavy snowstorm that was to last for over 48 hours and dropped nearly three feet of snow on the region.

Personnel canvassed the local area interviewing hunters coming out of the woods and police officers who might have seen or heard something. Some hunters volunteered as guides and went with airmen in four-wheel drive military trucks to scour the woods roads in the area, hoping that the aircrew had found a road and were trying to walk out of the woods. Several "listening posts" were set up in wilderness areas to wait for distress shots from the downed officers.

Both Roe and McClead had served in the arctic and had winter survival training. If they weren't critically injured, they had an excellent chance of surviving the raging snowstorm and falling temperature.

To be continued in the next issue of the Dirigo Flyer

Upcoming MAHS Meetings



- July 14 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.
- August 4-5 All Day Transportation Spectacular and Aerobatic Airshow, OHTM, Owls Head, Maine.
- August 11 10 a.m. MAHS Meeting.
- Sept. 8 All Day Greenville International Seaplane Fly-In, Greenville, Maine.
- Sept. 15 10 a.m. MAHS Meeting. Note change of weekend.
- Sept. 22-23 All Day Great State o' Maine Air Show with the Blue Angels, BNAS, Brunswick, Maine.
- Sept. 29-30 All Day Gadabout Gaddis Fly-In, Bingham, Maine
- October 13 10 a.m. MAHS Meeting.
- November 10 10 a.m. MAHS Meeting.
- December 8 10 a.m. MAHS Meeting.

* The Owls Head Transportation Museum will also have their Antique Aeroplane Show on the following dates:
 July 8 and 21-22 • September 2, 16 and 30 • October 14

Welcome New Members

- 410. **R. James Cogle (Crash Sites)**
 712 Riverside Drive
 Fredericton, NB Canada E8A C82 exp. 05/02
 cogle@sprint.ca 506-489-7460
- 411L. **David Newman**
 204 St. Raymond Place
 Kathleen, GA 31047
 bonedriler@prodigy.net 478-987-8092

July Meeting

If all goes as planned, we hope to have member Morgan Barbour, retired Boeing test pilot, show us a video of Museum of Flight's Boeing B-247 airliner on its trip to Oshkosh. Join us at the MAM on Saturday, July 14th.

Renewal Notice

Your renewal date is on your label. Please make a note of this time and renew on the date shown. You'd be amazed how much easier the paperwork is if you do this. Of course, an "L" means you are a life member and you are paid up. A red "X" means your membership has expired or expires in the current month. If your label shows a red "X", please send in your dues right away to be sure you keep receiving your *Dirigo Flyers*. Naturally, if there is any question, call me as soon as possible. Thank you.

Leo Boyle, Membership Secretary
 101 Monroe Avenue
 Westbrook, Maine 04092-4020
 207-854-9972

MAHS DONATION / PLEDGE FORM

Name _____
 Address _____

I/We pledge to the MAM/MAHS
 the sum of: \$ _____



Check/cash for \$ _____ enclosed
 (payable to Maine Aviation Historical Society)

Signature _____
 Date _____

I/We commit to complete this pledge as follows:

2001 (month) _____ (amount) _____
 2002 (month) _____ (amount) _____
 2003 (month) _____ (amount) _____

All contributions to the Maine Aviation Historical Society are tax deductible to the extent allowed by law.

- Building Fund
- Education Fund
- Endowment Fund
- Aircraft Fund
- Library Fund
- General Fund

Mail to: Charles Brantner, Treasurer, MAHS
 1051 North Main Street
 Winterport, ME 04496-3417

ECHO FLIGHT

Satellite COMMUNICATOR



E-Mail
In-Flight Weather
Full GPS Moving Map
Position Reporting
VOR Vectoring
Air Field Location
1201

ORBCOMM

QUEST TELECOM INTERNATIONAL

89 MAIN STREET, SUITE 1, ELLSWORTH, ME 04805
207 664-0122, 207 664-0164 (fax) - info@questele.com

Aviation Artifacts

★ BOUGHT & SOLD ★

Military • Airline • Civilian • WWI through the Jet Age
Paying Cash For: Helmets, flight suits, uniforms, jackets, wings, patches, maps, books, flight manuals, aircraft parts and instruments, photographs, parachutes and survival gear. If it has something to do with aircraft — I buy.

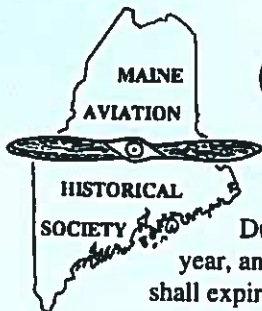
Miller's Field
store open
by appointment
vintagewings@cs.com



John Miller
115 North Road
Newburgh, ME 04444
(207) 234-2777

502

MAINE AVIATION HISTORICAL SOCIETY MAINE AIR MUSEUM • MEMBERSHIP FORM



2001

Dues are for one year, and membership shall expire in the month you joined.

Annual membership includes
12 monthly newsletters!

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

Name _____

Address _____

City, State, Zip _____

Special Interests _____

E-mail _____

Phone _____

Membership	Dues	Benefits
Regular	\$25 annual	Newsletter, Decal, Museum Admission
Family	\$35 annual	Newsletter, Decal, Museum Admission
Corporate	\$100 annual	Newsletter, Decal, Museum Admission
Supporting	\$100 annual	Newsletter, Decal, Museum Admission, 4 Free Passes
Lifetime	\$500*	Newsletter, Decal, Lifetime Membership Number, Museum Admission, 10 Free Passes
* (2 annual \$250 payments)		

Maine Aviation Historical Society
P.O. Box 2641
Bangor, ME 04402

July Meeting

Saturday, July 14, 2001
10 a.m.
Maine Air Museum
Bangor, Maine