



# DIRIGO FLYER

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

## Maine Air Museum Update

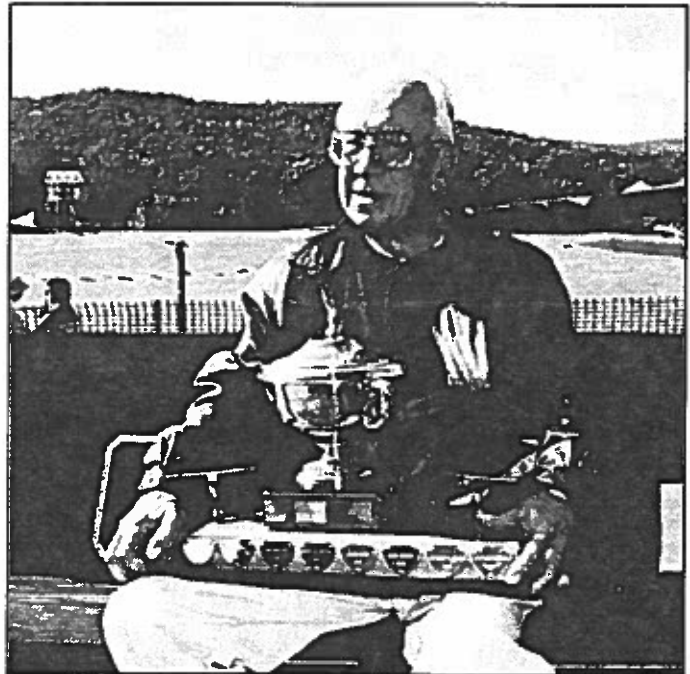
On Thursday, October 2, 1997 members of the Museum Committee met in Bangor at the FAA building on Maine Ave. A number of issues were discussed and plans of action were laid out in the following areas. Jaylyn M. McCue of Brewer has agreed to join the Museum Committee and to continue to help us with our basic building designs.

- 1) **The lease with the city of Bangor.** Copies of the proposed lease will be sent to our lawyers and MAHS members with business experience in leases. After they read the lease over we will make our counter offer to the city. After that, we fully expect to negotiate a fair lease for the land at BIA. At this point in time, the city appears to be offering us about 7 acres instead of the 3.5 to 4 acres which we had thought they would offer us. We are making good progress thanks to Jules Arel's hard work.
- 2) Having spoken to a number of people and received written ideas from other members, the **basic building plans** are now being reworked and the building will be enlarged from the original size slightly. We will need more space for the library and our collection of aircraft items. The idea brought forth at the meeting was to design a building with future expansion already planned out. We do not plan on expanding the basic building for at least five years, but we do want to be prepared for the future. We should have the updated drawings for the November meeting. These drawings will be used in our fundraising efforts.
- 3) A **chain of command** is being set up for the Maine Air Museum. It will be chartered as a subsidiary of the MAHS and will be wholly controlled by the MAHS. The complete legal paperwork will be in place so the new Board of Directors can vote on it in January of 1998.
- 4) **Fundraising** was discussed and a sub-committee of Jules Arel, Ed Armstrong, Jaylyn McCue and Jim Chichetto was set up to interview professional fundraisers. This will take place in November and we will hopefully have something to report at the December meeting. We are not sure if we will hire a professional fundraiser or try and do it all ourselves. This will be a hard job, but one that must be done if we are to succeed in building the museum.

- 5) Bill Townsend has been working on **Web sites and gathering information** from other air museums nationwide. His efforts are bringing us information which we can study to best see how our hand-outs, flyers and promotional material should look.

As you will notice in the above report, a few people are doing many things to make this museum come about. Now the rest of you need to start becoming involved. We have a number of new committees being set up and we need people who will work to sit on them. This museum will not self-build, but it will self-destruct if people do not pitch in and work together to make

"Museum," continued on page 2



On Sunday, September 28 at the Gadabout Gaddis Fly-In in Bingham, ME Leo Boyle, founding member and Secretary of the MAHS, and editor of the *Dirigo Flyer*, was honored as this year's recipient of the Gaddis Cup. The cup is awarded to the person who, in the eyes of the judges, has done the most to promote Maine aviation, especially private aviation. Leo is especially happy that the preservation of Maine's aviation heritage through his efforts and those of the MAHS have been recognized. Let's redouble our efforts and make our Maine Air Museum a reality in 1998!

"Museum," *continued from page 1*

it happen. The general membership wanted a museum to be built, and we are working hard to accomplish this goal, but we can not do it alone.

On Tuesday, October 14, 1997, Leo Boyle, Jules Arel and Jim Chichetto were the guests of Charles Chiarchiaro and the Owls Head Transportation Museum. We spent over three hours discussing planning, contracts, collections, insurance, endowments, fundraising and operations of the Owls Head Transportation Museum and other Maine museums. We learned many interesting facts, and learned that we need to study and learn much more before we open our doors to the public.

After the meeting there was a lot of discussion about fundraising and how we are going to do this and who will be involved and to what extent. The other major topic of discussion is the need to have a working five-year plan which we will update each year. Our five-year plan started last January and during this first year we have spent the first eight months on site selection and basic building designs. We are now at the point where money becomes the key to our continued success. We need to plan a campaign to raise capital funds for our building and for our endowment fund. By January we will have the outline in place and we will then start gathering together those people who will make this plan work. We expect every member to be involved in some way, as it will take a group effort to get this project off the ground.

We have openings for people on the following committees: Finance, Membership, Education, Planning, and the Development Committee. You may serve on more than one committee, but you are expected to be active. If you volunteer for a job on a committee or an office in the MAHS, you will be expected to show up, do the tasks you are assigned and to help guide your committee forward. Most of these tasks can be done at home or in the office. With the assistance of fax machines, e-mail, the post office and telephones, there is no reason not to be involved. Meetings will be scheduled by the committee chairperson. An update will be provided to the Museum Committee and MAHS officers at each monthly meeting by each committee.

We are assembling our troops to accomplish our mission — those who wish to lead, take two steps forward and take command. The time has come for us to begin this next phase, that of building the Maine Air Museum.

### **Ready for Take-Off!**

There's a new business in town!

Interceptor t's is a new business owned by members Don and Judy Martin offering aviation screenprinted t-shirts. This may not sound very unusual. Aviation t-shirts can be bought from many companies across the country. What is unusual are the types of aircraft on the shirts. Interceptor t's specializes in Cold War aircraft from 1946 through 1975. Most companies that were researched offer WWII warbirds and present day military but nothing in between. Interceptor t's is starting with 12 designs screenprinted on 100% cotton heavy t-shirts in black or navy blue.

### **PROPOSED COMMAND STRUCTURE of the MAM**

#### **• MAHS BOARD of DIRECTORS •**

The MAHS Board will also serve as the controlling Board for the museum. Board members will set policy for the MAHS and have final say on all matters pertaining to the operation of MAHS and the MAM. Board members are elected by the general membership at the January meeting of the MAHS.

#### **• MAHS PRESIDENT and ELECTED OFFICERS •**

The President and other elected officers will oversee the daily running of the MAHS and the following committees: Finance, Membership, Education, Acquisitions and Planning. The President will appoint committee members and will help them meet the goals set by the Board of Directors.

#### **• MAINE AIR MUSEUM OVERSIGHT COMMITTEE •**

The MAM Oversight Committee will be made up of five people: the President, Vice President and Secretary of the MAHS, the Chairperson of the Museum Committee and the Museum Director/Curator. They will make the day to day decisions on running the museum should a question arise which can not be dealt with by the Museum Director/Curator to the satisfaction of all parties involved. Their ruling can be appealed to a full Board meeting, after the fact. Their primary duty is to keep the Director/Curator advised of the Board's wishes and to expedite decisions which must be made quickly.

#### **• MUSEUM DIRECTOR / CURATOR •**

This person will be in charge of the day to day running of the museum, work with the officers of the MAM and the MAHS to further the goals set out in the museum's charter, plan the budget, plan exhibits and follow through with the decisions made by the MAM/MAHS Board.

#### **• MAINE AIR MUSEUM COMMITTEE •**

The above mentioned committees of the MAHS will also be part of the MAM's operating structure. Working closely with the Director/Curator, these committees will help build, collect, refurbish the collection and promote the museum's goals and agenda via every means possible. Working with an ongoing Development Committee, additions to the museum's collection will be planned and accomplished. The Director/Curator will oversee this work.

The first 12 designs will be: F-86 Sabre, F-89 Scorpion, F-106 Delta Dart, B-47 Stratojet, C-141 Starlifter, B-36 Peacemaker, B-52 Stratofortress, F-101 Voodoo, HU-16 Albatross, F-8U Crusader, P-2 Neptune, and the UH-1 Huey helicopter. These shirts (and a brochure showing all designs) should all be available by December 1st, just in time for the Christmas season.

Shirts are \$18.95 each, two for \$35 and three for \$50 with free shipping for the month of December. Sizes are M-XXL.

To order, call 207-848-7290 or write to Interceptor t's, P.O. Box 232, Carmel, ME 04419-0232. Please feel free to suggest an airplane *you'd* like to see on a t-shirt!

## Flying the F-16 Fighting Falcon America's Front Line of Defense

By Jim Chichetto

In the early 1950s, the USAF came up with a plan on how to best defend America from the growing Soviet bomber threat. More radar sites were built to ensure coverage all along our northern borders and the east and west coasts. Maine played a great part in the early plan, with USAF front line fighters stationed in Bangor at Dow Field and at Presque Air Base. Later, as Loring AFB was built, the USAF moved their fighters to the new bomber base. The 132nd MeANG's role was to back up these front line fighter groups. As new all-weather fighters like the F-94Bs, F-86Ds and later F-89Hs and F-101Bs became available to the Guard, they slowly took on more of the defense role. As the Cold War and Vietnam heated up, more front line USAF units were drawn off from the US and placed overseas. The slack had to be taken up, and all over the US, ANG units stepped up into that role.

Twenty years later, most of America's front line of defense is now in the capable hands of ANG units. Dow AFB lost its USAF status in the 1960s, and the 132nd ANG took up the interception mission with their F-101Bs. Later, after they conformed to their present air refueling mission, other fighters arrived at BIA to pick up the air defense role. F-16 Fighting Falcons from the Vermont ANG flying out of Burlington were stationed in Bangor for a while. Two old alert hangers were refurbished for their use. A two plane detachment flew out of Bangor until they were replaced by a detachment of Massachusetts ANG F-15s flying out of Otis AFB. The F-15 Eagles had been flying out of Loring AFB, but moved down to BIA as Loring AFB was shut down. They moved back down to Otis as the never-ending military downsizing continued. Maine's 132nd still plays an active and vital role in this mission, but now only as the fuel station for the aircraft in the airspace. To find fighters now one must look to ANG units like the 177th which is flying out of Atlantic City, NJ. Their mission has stayed the same over the years and they have become very good at what they do. In today's defensive battle plans, most combat pilots are ANG pilots, and their training and equipment is on the cutting edge of today's technology.

The 177th has been flying interception missions for years, and they flew the last operational F-106s. The F-106 was considered the Cadillac of the Century series of fighter aircraft. It was the best single seat fighter America had to offer and was a joy to fly. As they transitioned into the F-16, they found themselves in an even better aircraft with more power and abilities than anything they had ever flown before.

The F-16 and the F-15 were going head to head in the USAF when they first came on line, but as their roles changed, the less expensive F-16 gained ground and soon became the fighter of choice for most ANG squadrons. It was a pure air to air fighter which was more cost effective to buy and operate, thus you can get the job done cheaper, and cost is the newest enemy of all US fighter and bomber units.

The F-16 was designed as a lightweight single seat fighter aircraft in the early 1970s. The need for a new lightweight



Two F-16s from the 177th on the ramp at NAS Brunswick Sunday morning.

fighter to replace the aging Century series and to serve into the next century was well known and designs were called for. The USAF wanted a fighter that had a great turning radius and acceleration. Vietnam had taught the US that most dog fights happened near or just over the speed of sound. Missiles and guns had to be linked to advanced fire control systems and the aircraft had to be able to arrive and depart at high speeds to be most effective. A weight saving program was set up for this project along with a program to cut down production costs by using interchangeable aircraft parts. The wing wedged to the body allowed a shorter aircraft overall and saved about 1000 lbs. The use of composites cut down more weight. About 12% of the F-16 is made up from composite structured parts. As a further selling point, systems from current aircraft were used to lower production costs. Eighty percent of the main landing gear is interchangeable on the F-16. The horizontal tails and flaperons are interchangeable as are their hydraulic rams. All the flight control servos are the same, making for less down time during field maintenance operations. In short, the F-16 is built like many Soviet aircraft were, strong and easy to work on under battlefield conditions. In wartime the idea is to keep as many aircraft flying as possible. The F-16 proved it could do that well during Desert Storm. To keep up with the ever-changing demand placed on aircraft, the F-16 became a ground attack fighter as well as an air to air combat aircraft. It also became the leader in the newest "Wild Weasel" program, replacing F-4s.

As the aircraft has been upgraded, so have the tasks which it performs. It has become a valuable asset to allied air forces and to the USAF. Its service life, much like the older Phantom, has been continually expanded as each new role is brought on line. What started out as a pure air to air fighter now has many roles to play, but today we will stick with the one it was first designed for, that of a fighter-interceptor.

So what's it like to fly this high performance fly-by-wire electric jet? According to a 177th Squadron pilot I spoke with at the Great State o' Maine Air Show at NAS Brunswick, it is the best job anyone could ever be paid to do. Capt. Leah Murakami has been flying F-16s for the 177th since early 1997 and loves the aircraft and the mission the 177th has been tasked with. Just like pilots have done for the last 35 years, she stands alert duty ready to fly out day or night to intercept whatever the

"F-16s," continued on page 4

"F-16s," continued from page 3

warning radars have picked up. Loaded with war shots, with "Ready to Rumble" written on the afterburner unit, prepared to do battle if necessary, the task for these fighters is to fly close enough to the unknown aircraft to eyeball it and ID it. Then it's up to them to report what they see and await instructions. The options at that point are simple, either turn it away, escort up or down the coast, turn it back toward its home or force it to land. In wartime the mission would be to shoot it down before it could get close enough to release its weapons toward targets on the US mainland. These quick jets are now part of America's first and only line of coastal defense.

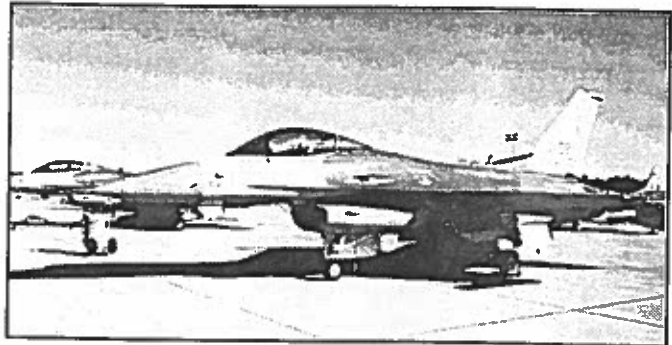
For most of us, this is the job we all have dreamed about doing. I asked Capt. Murakami how she arrived at her present position and how and where she learned to fly. Like many kids, Leah hung around airports and loved to watch aircraft as they took off and landed. On her 16th birthday she signed up for the \$10.00 demo ride offered by a flight school based at the Santa Monica Airport. That short flight gave her the direction she was seeking in life and she decided that she wanted to learn to fly. Working at part-time jobs near and on the airport allowed her to buy lessons and later to trade work directly for flight time. She soloed within the year and had her private pilot's license at age 17. Next came college. The flying bug had bitten her hard and the college she chose would have to be close to an airport. She attended UC Santa Barbara, and worked for the FBO to raise the money needed to buy more flight training and air time. Sometimes it was a straight swap, flight time for labor, other times it was working in the office, dispatching, selling tickets and gassing aircraft to earn money to pay for more classes.

After graduation from college in 1984, she traveled abroad and spent two years in Italy studying literature. She didn't get to fly much at this time, but she was never far from it, and she couldn't shake its influence on her. Leaving Italy she headed home in 1987 and decided she really wanted a career in aviation. Doing some kind of flying was her goal, the place and type she would sort out as opportunities opened for her. Once home she started to make the rounds and found out the fastest way to advance into a flight career was to join the USAF or an ANG unit. While she was making plans for her next career move, she spent time flying back in Santa Monica. She started to do volunteer work at air museums and soon was doing general work and then aircraft ground support jobs. As luck would have it, she began to work with trainers and WWII fighter aircraft. She began to pick up back seat rides in many of the WWII aircraft as they were being flown and tested. The T-6, P-40, P-38 rides were fun, but the P-51 was the best of all. It was even more fun than the T-28 to fly in. The size, speed and quickness of the P-51 was what she had always dreamed an aircraft was supposed to be like. It is a dream many of us have, but few of us ever get a chance to realize.

With a good education and flight time, Leah was able to join a KC-135 unit flying out of March Field in 1990. She worked hard and was sent to OCS in February of 1991 and graduated. The unit then sponsored her to flight school. She trained hard and learned to fly KC-135s, and by June of 1992 she was flying at Williams AFB. Assigned to Castle AFB in November of 1992, she flew KC-135s until 1995.

In 1993, an event which Capt. Murakami and many women never thought they would see during their flight careers happened. Washington, DC decided that women could fly combat aircraft. The door to fighters had been opened and many women in the armed services started to fill out paperwork to become fighter pilots. In 1995, as soon as her KC-135 commitment had been met, Capt. Murakami applied to every fighter unit going and the first to respond was the 177th out of Atlantic City, New Jersey. The Jersey Devils were flying F-16s and they sponsored her in March of 1995 to train at the basic fighter training base in Columbus, Mississippi. After passing the courses there she was sponsored to the F-16 flight training school in Kingston, Oregon for six months of F-16 training and air to air combat training. Upon graduation she was back in Atlantic City in January of 1997 as a fully rated F-16 pilot.

Now her fighter training was undertaken by her fellow pilots. Her first air refueling had been covered by a note in the briefing before the flight that they would intercept a tanker at such and such a time and replenish their fuel supply. When it was her turn, it was just like training, but also very different. Flying that far out over the water means you will not miss and you can not panic; if you do, you don't get to fly all the way home. The second interesting part of flying with your own squadron is that you learn to fight as a unit, and also how to do things which they may not have wanted you to learn in flight school. Some of the pilots have been flying fighters for years and know about every trick you might run up against during mock or real combat missions.



F-16 Fighting Falcon.

The F-16A is a great fighter and the Block 25 models flown by the 177th have the stage III upgrades. These include a higher max take-off weight of 37,500 lbs. The extra weight translates into more fuel and allows for more flight and training time. The F-16B two seat models have almost the same performance as the A models, the extra seat has not hurt the flight characteristics. The F-100-PW-200 Turbofan power plant has been undergoing upgrades as new technology has become available. The power to weight balance is so good that vertical climbs are possible and most dogfights go up as they progress instead of going down. The most dangerous part about flying the F-16 is the killer turn rate. The fly-by-wire system can cut a turn so sharp that the pilot can pass out from an overload of G forces. In short, the F-16 is more advanced than its human pilots, and it can and will kill you if you get careless. A new and quicker reacting pressure suit was designed just for the F-16s, as was a 30 degree reclining pilot's seat.

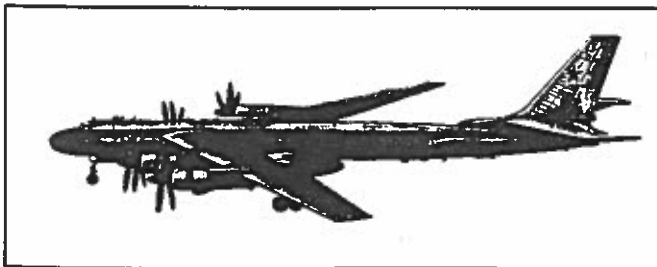
"F-16s," continued on page 5

"F-16s," continued from page 4

The "Electric Jet" has some very interesting features in the cockpit. Old footage of Spitfires and P-51s show the control stick moving from wall to wall and back to the edge of the seat in these top of the line WWII fighters. The F-16 stick moves about a 1/2 inch max. You "think" the turn and barely touch the control stick to make it happen. Acceleration is instant and the aircraft does not care what direction it's pointed in, it just moves where it's pointed, even straight up. Rolls and turns can happen so fast that it's hard to adjust from the older jet fighters.

The normal mission flown out of Atlantic City is a search and ID mission. When the alert horn sounds, the pilots scramble into their fighters and fire then up and scream down the runway and out to sea. The 30 degree recline in the pilot's seat helps to keep blood in the upper torso as the F-16s rapidly accelerate and climb out.

The "Bear" business has been slowing down now that the Soviet Union has self destructed. Another 177th pilot I spoke with told me he had picked up two hand-offs from the Otis ANG unit back in the late 1980s. The 177th was flying the F-106s then and he escorted them down to another waiting fighter team who escorted them south of Washington, DC. Both of these intercepts were of Tupolev Tu-20Ds. Based on a 1954 design, the Tu-20Ds were nicknamed "Bears." This aircraft was and still is a 340,000 lb. example of the Red Menace we faced during the Cold War. With a top speed of 500 mph at 41,000 ft., this flying beast could carry a 25,000 lb. bomb load 7,800 miles. The goal most Bear flights had in the early 1960s was to see how close they could get to the US mainland before they were spotted. Depending on where and when they were spotted, aircraft would be scrambled from Loring, Dow, Otis, Atlantic City, etc. These D models were loaded with electronic reconnaissance and counter measures. Once intercepted they would turn south and end up landing in Cuba for a bit of R and R. Since changing over to the F-16s the 177th has been running into more of the Bear F models. These are upgraded maritime models used much like our P-3s are as sub hunters and the off-shore eyes of the Russian Air Force and Navy. They don't transit our coast as much as they use to, so the intercepts now are more closely tied to protecting our air space from other types of dangers and to help out in search and rescue missions.



Tupolev Tu-20 "Bear"

I asked Capt. Murakami how hard the squadron training was since she started flying operational missions. Her reply was simple but eloquent, "We train like we fight, it is the only way to be prepared for combat." That brought up the subject of

accidents and how they affect the squadron and the pilots involved. During a recent night training mission, a head on pass went wrong and one aircraft was lost to the mid-air strike. The second aircraft was able to keep both pilots from the lost F-16B in sight and the USCG was able to rescue both pilots. The F-16 was then able to head back to Atlantic City and land. I told her that in Maine, we have had many of these types of accidents. "Rat Racing" was the WWII name for it and we lost a lot of early jets to this mock combat. We also lost an F-101B from a USAF base after it had a mid-air collision with another F-101B while they were in transit over western Maine. Years went by before the exact cause of this accident ever saw the light of day. It was a rolling scissors which caused this accident. Both crewmen from the stricken jet ejected without problems, and the aircraft crashed on top of a high mountain and is still there. A night intercept by an F-102 on a T-33 killed two pilots and destroyed both aircraft back in the late 1950s. In most of the other accidents the pilots flew their jets into the ground as they tried to escape from a bounce by a squadron mate. Flying fighters is a serious and dangerous mission, but it is still the best job going.

Asked about what she likes best, Capt. Murakami says the dog fighting and the air to air combat training is the best. She also mentioned the thrill of her first pass on the gun range. As she lined up on the target and pulled the trigger, the M61 1A-1 cannon shook the whole aircraft as it cut loose a string of 20 mm shells from the left hand side of the aircraft. At that speed you don't hear it so much as you feel it firing. The overall effect is awesome as you watch your shells fly toward the target.

The last question I asked Capt. Murakami was her call sign. All fighter pilots have one, and they don't get to pick it: something they do or say is usually applied to them and they are stuck with it. In April of this year, Leah was flying back toward Atlantic City when her engine failed. Her flight training took over and she was able to restart the engine and fly the F-16 back to the base and land safely. Since no F-16 had ever had this problem in the 177th, the crew chiefs all gathered and took apart the fuel system until they found the cause, corrosion on the inner wall of a fuel line. A quick check of other aircraft showed this problem was not a single freak case, but one that every F-16 had. For her handling of this problem her fellow pilots named her "Glider."

#### Thanks and Acknowledgments

Information for this story was made possible by pilots of the 177th ANG out of Atlantic City, New Jersey and a special thanks to Sgt. Mike Stowe and Capt. Leah Murakami.

For other information you might like to read Fighters of the USAF by Robert F. Dorr and David Donald, Military Press, New York, New York; F-16: Fighting Falcon in Action by Lou Drendel, Squadron/Signal Publications, Carrollton, Texas; "Military Aircraft Pilot Reports," Aviation Week & Space Technology, published by McGraw-Hill, New York; The First Line by Bill Green, Wonderhouse Publications, Fairview, Pennsylvania; and World Aircraft, Military, 1945-1960 by Enzo Angelucci and Paolo Matricardi, Rand McNally Co., New York, New York.

## MAHS Meeting Notes and News

### October Meeting

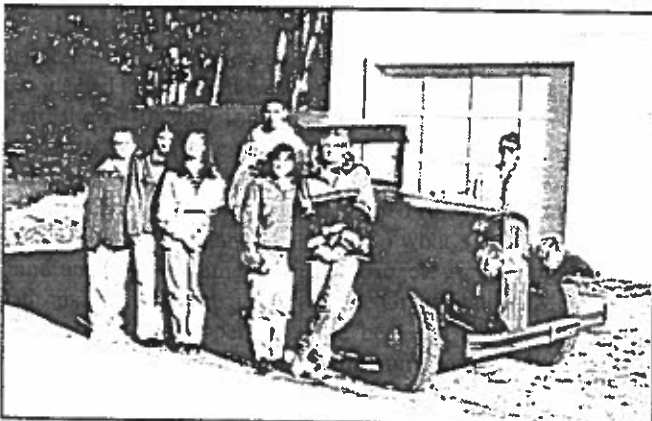
Our special thanks to Maurice Roundy and Jane Theberge for opening their home at the Lewiston-Auburn Airport to us for our October meeting.

One of our first MAHS meetings was at this location a few years ago and that meeting set the tone for the reborn MAHS. Since that time we have grown by over 220 members and are now working to build our own Maine Air Museum to house the collection of artifacts, information and aircraft which are becoming available to us. Much of this rapid progress was made possible by field trips and meetings held in locations like this. Seeing people working hard to accomplish their dreams and being in touch with actual aircraft have a way of inspiring others. Everyone who visited Maurice and Jane's home on Saturday could picture those aircraft as they were, and as they hope to see them in the future. There is a long term project, and I and everyone else in the MAHS hope to see them complete it. The open house was a great way to boost involvement and the C-47 and Albatross certainly added to the visual display.

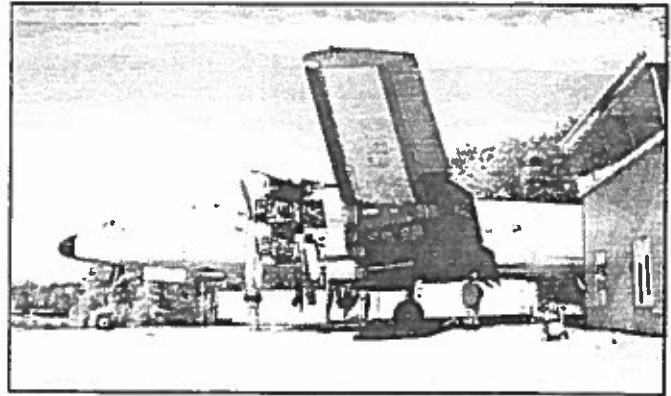
The short business meeting brought the large attendance up-to-date on where we stand as a society and our progress on the Maine Air Museum. Thanks to the efforts of Frank Powers, we heard an enjoyable talk by Paul Sperry of Minnesota, who was a crewman on the Lockheed XR60-1 Constitution, and his experiences. We looked over his memorabilia and enjoyed talking with Paul and his wife Pat, and we appreciate their coming to visit us. A great time was had by all, and everyone felt it was one of our best meetings.

### November Meeting

The November MAHS meeting will be held on Saturday, November 15, in Bangor. We hope to have a most interesting speaker. We will also be able to view the museum site, bring you up-to-date on the lease and fundraising efforts and sign up volunteers. A volunteer sheet is included in the newsletter. Sign up today and post these in appropriate locations. If you need more copies, call Leo at 207-854-9972 or Jim at 207-269-3281.



Oscar Blue's 1931 Franklin Airman Transcontinental Sport Sedan with Anne Osborne and her senior French class at Sumner Memorial High School in Sullivan, Maine.



One of member Maurice Roundy's two Lockheed L-1649A Starliners (N7316C) at the October MAHS meeting at his home at the Lewiston-Auburn Airport.



Visiting aircraft at the October meeting included this Grumman Albatross Amphibian and Douglas C-47.

### Nominations for Officers

Nominations are now open for the Board of Directors (3) and President, Vice-President, Secretary and Treasurer for 1998. Ballots will be in the next *Dirigo Flyer*. We encourage those who wish to actively serve to run for these offices. We need positive, active officers to direct the society in the next exciting years. Please make sure Leo knows to assure your name being on the ballot.

### NEAH Meetings

The North East Aero Historians meeting was held this year at the National Soaring Museum in Elmira, New York. Your editor attended and had an opportunity to tour the Soaring Museum and the Glenn Curtiss Museum in Hammondsport, as well as the site of the new National Warplane Museum. Meeting the directors and curators, we were able to exchange ideas and enlist their help in getting our museum off the ground. The 1998 NEAH meeting will probably be held at the Old Rhinebeck Museum in New York and should be a great meeting and show. The 1999 meeting will be held in Maine, so make plans now to attend both of these great events. Both of these events are planned for the Columbus Day weekend in October.

## MAHS Goes International!

DE SAINT-MANDÉ AU MAINE...: À LA RECHERCHE DE "L'OISEAU BLANC"

Reprinted from *St. Mandé Infos*

Nous évoquions dans notre dernier numéro, à l'issue des différentes manifestations en hommage à Charles Nungesser, les recherches entreprises aux États-Unis pour retrouver l'Oiseau Blanc. Les 16 et 17 Août derniers, l'archiviste de la Ville, Laure LEVEZIEL fut invitée par William NUNGESSER, cousin du célèbre aviateur, et par le "Maine Aviation Historical Society" à participer à la nouvelle session de recherches entreprises dans les forêts du Maine. En effet, les données établies à partir de témoignages corroborent l'hypothèse d'un atterrissage forcé dans cette région.

William NUNGESSER et le "MAHS" ont été sensibles aux différents encouragements de la ville de Saint-Mandé, ville où Charles NUNGESSER avait élu domicile. Actuellement aucun élément n'a pu être retrouvé. Mais les recherches continuent. Leur foi dans l'espoir de retrouver un jour l'Oiseau Blanc et de lui rendre ainsi un ultime hommage reste intact. Et chacun sait que la foi permet de soulever des montagnes...

*Our thanks to Laure Leveziel for forwarding this article.*

## Upcoming MAHS Meetings and Calendar of Events

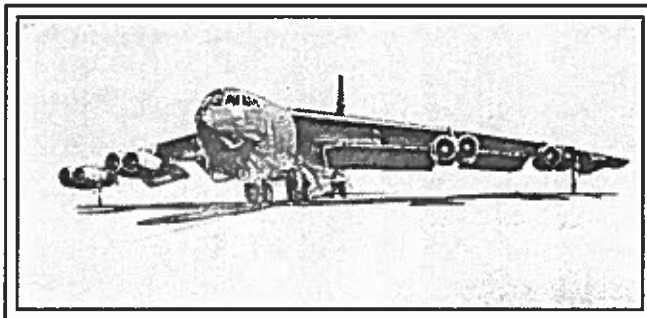
- October 26 ..... 10 a.m. .... Great Fall Auction, Owls Head Transportation Museum. Free admission.  
 November 15 ..... 9 a.m. .... MAHS Meeting, General Aviation Terminal, Bangor International Airport.  
 December 13 ..... 9 a.m. .... MAHS Meeting, TBA.

### Welcome, New Members

222. **Ernest F. Barnes**  
 Rte. 1, Box 393  
 Robbinston, ME 04671 207-454-7795
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224. **Jaylyn McCue (Museum Construction)**  
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*Need help? Have ideas? Want to get involved?*  
**Join the Maine Aviation Historical Society**  
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**VOLUNTEER TO SERVE**  
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✈ **PERSONNEL**

*We need people to set up, train and work with our volunteer staff as well as write job descriptions, training manuals and organize coverage for special events.*

✈ **FINANCE**

*We need CPAs, money managers and business people able to project budgets for the coming year, for the capital expansion projects and to work with fundraisers on endowments and grants.*

✈ **PLANNING**

*We are currently working on our first five-year plan — we need to start now for our next five year plan. Become part of this exciting group who will move the museum forward into a new era. Everything we do will come from this plan.*

✈ **BUILDING**

*Electricians, machinists, woodworkers, tool operators, and all around helpers are needed to complete the interior of our building, set up offices, build workshops and exhibits, manufacture in-house aircraft parts and refurbish parts of our collection.*

✈ **EDUCATION**

*We need audio-visual people to enhance displays and collect footage for conversion to interactive computers and the Internet. Entire programs will be designed and set up to meet the museum's educational needs.*

✈ **ACQUISITION**

*Volunteers are needed to disassemble, crate and transport our growing collection home to Bangor. Reassembly and restoration jobs available too, with some restrictions.*

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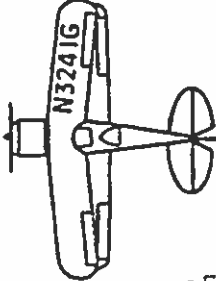
*A Project of the Maine Aviation Historical Society*

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**CALL (207) 854-9972 TODAY**

*For more information or to become a volunteer, send your name, address, phone number and area of interest to:  
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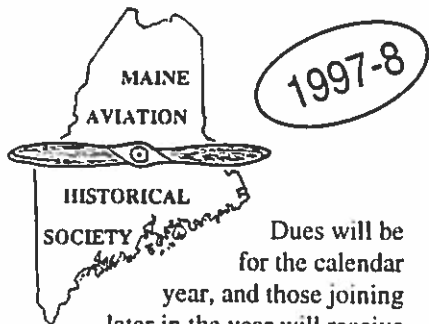
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Special Interests \_\_\_\_\_ Phone \_\_\_\_\_

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

**COME JOIN US!**  
Saturday, November 15, 1997  
9 a.m.  
General Aviation Terminal  
Bangor International Airport