



# DIRIGO FLYER

Vol. V, No. 6 June 1997

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

## The Maine Aviation Museum Mission Statement

Members of the Maine Aviation Historical Society have been working on collecting stories, photographs and aircraft artifacts dealing with Maine's long flight history for a number of years. In the last two years we have reached the point where a central location for this collection is clearly needed. Recently a number of options and locations were discussed. The general membership decided that they wished to start a full scale museum in Maine, complete with aircraft displays. A Museum Committee was formed and a number of sites in Maine were visited and evaluated. In late 1996 the Museum Committee's efforts were narrowed down to sites on or near BIA in Bangor, Maine. The reception from the ME ANG, City of Bangor and local public has been very positive. We are at this time working with the City of Bangor to make this museum a reality.

Bangor was chosen for a number of reasons. First, the Bangor area has a long tradition of flight. From the first flight at the old Maplewood Park to the present day operations at Bangor International Airport, aircraft have always been part of the Bangor area's 20th century skyline. The military involvement in Maine's aviation history is very strong, and our museum will reflect that history. Dow Field was a focal point from the 1940s right up to the late 1960s, when BIA came into existence. With Bangor's historic ties to Maine's civilian and military aviation, choosing a museum site in Bangor made sense.

The second reason we chose the Bangor area is the excellent road system and infrastructure which helps four million tourists each year as they drive to the coast or the northern Maine woods on vacation. With Cole's Land Transportation Museum less than a mile from our proposed site, bus tours and local events can be beneficial to both museums. Having another tourist draw will

also enhance the local business communities' interests. People need to eat, sleep and shop while they are in the area. An operating air museum would give people yet another reason to stop in Bangor and, hopefully, explore the area and its many attractions.

Our timeline for aircraft and events will be pre-WWII to the present day. The Owls Head Transportation Museum in Owls Head has the pioneer period of flight well covered. Their timeline ends during the 1920s. Our collection would pick up the military aircraft flight story from just prior to WW II and follow it as Maine prepared for and fought in WWII, then as Maine became the first point of defense during the early Cold War. Later, Maine's role changed into a worldwide supporting unit. We also hope to obtain and display civilian aircraft of historical interest to Maine's flight history. Included would be coverage of the early barnstormers, Maine pioneers, the transatlantic flights from Old Orchard Beach, early airline service, bush pilots and the Maine Warden Service. The people who made flying in Maine safe and possible, both in civilian and military circles, need to be recognized and their stories saved for

*Mission Statement, continued on page 2*



Dick Jackson's beautiful one and only  
Waco SH-3D. (Leo Boyle Photo)  
See page 3 for details of the May meeting  
at Jackson's home in Rochester, NH.

*Mission Statement, continued from page 1*

Maine's future generations. As we progress in our program, we hope to be able to display our aircraft and artifacts at our museum using the gathered material to educate Maine students. We envision school bus tours with day trips for Maine children as just one way the museum will be able to help teach Maine's aviation history. Displays at schools statewide and a lecture series, narrated videos and slide shows will all be part of our approach to educating the general public about Maine's place in aviation history. We hope to display our artifacts and aircraft at Owls Head events and other Maine museums during their events and vice versa. Our geographic locations mean we will be complementing each other, not competing for the same market share of the tourist dollar.

"How do we make this project happen?" and "Who will be in charge of planning and fundraising?" are the most asked questions at every meeting we have. The answers to those questions are logical and we are addressing them at this time. The basic planning is under the control of the Museum Committee. They are tasked with finding the site, working on the lease, search for buildings and working within the host community to build up local support. Once a site is secured and buildings are to be moved or constructed, the Museum Committee will come up with the budget projections. They report back to the president and other MAHS officers on a regular basis. The president keeps the general membership and the Board of Directors informed and up to date on the progress being made by the Museum Committee.

In addition we are currently working on two long term committees to address funding issues and aircraft issues. The first will be the actual Fundraising Committee. They will be tasked with going out into the business and private sectors and raising money to pay the start-up costs and cover the operating expenses. They will research grants and seek donations. As part of their mandate, they will also set up a sub-committee which will oversee an endowment fund. One half of all monies raised will be earmarked for this fund. The museum will draw a percentage of the interest money which the endowment generates each year. This money will help pay for the basic heat, lights and everyday running expenses.

The second committee will be the Acquisitions Committee. The function they are tasked with is the actual acquisition of aircraft which are historically important to Maine's aviation history. They will interface with the various branches of the U.S. Government, the State of Maine, private donors and foreign groups and governments. Their main focus will be to bring the aircraft on our priority list into our collection. Our priority list includes many USAF and USN aircraft. We will focus much of our energy on acquiring those aircraft before they are destroyed for scrap.

Our long range plans are for summer time static displays of large aircraft on the museum's grounds outside of the main building. We hope to have aircraft which served in Maine, or others of the same type, restored in the paint scheme of USAAF, USAF, USN, ME ANG, Army NG, Maine Warden Service and civilian airlines. One major focus will be on jet fighter aircraft

which were based in Maine during the Cold War. We plan on highlighting this time frame because many of these fighters were stationed in Maine with both the USAF and the ME ANG. Some of these aircraft are still intact and we hope to return them to the state in which they served. As other historically significant aircraft become available, we will try to acquire them. We want to focus on what the general public saw flying in the skies over Maine in the 1940s, 1950s and 1960s. Later we hope to include the earlier and later years to our collection.

The major start-up expense is the cost of a museum building. At this time, it appears that we may well become the owners of two ex-USAF/ME ANG alert hangars. If these buildings can be safely moved to our site, a major hurdle will have been cleared. Once moved to a site, these two buildings would be used for storage and restoration workshops. The library, offices and displays would be housed in part of this building. During the winter months the smaller aircraft would be moved inside to help preserve them. The larger aircraft will have to stand the harsh outside climate, but most of them did this during their service days at Dow, Loring and Brunswick.

When the actual building is in place and aircraft are being acquired, we will have to take the next step, that of hiring a part time curator, handyman and jack of all trades. The costs will be high, but it is a necessary step. Volunteers can not be there every day and someone needs to be there to run the day to day projects and answer the phone, etc. As the museum grows, we plan on flying some of our aircraft. This will cost more money for insurance, but the promotional value is a great help in fundraising. People love machines and like to hear and see them run, aircraft being the most exciting of all of the machines man has created to date. We believe that the location, the aircraft and the population along with the seasonal tourist base will help us make this museum project work.

For additional information about the Maine Aviation Museum, write to the Maine Aviation Historical Society, 101 Monroe Avenue, Westbrook, Maine 04092-4020 or at RR 1, Box 1730, Etna, Maine 04434. If you wish to call for more information, you may call the following telephone numbers: President Jim Chichetto at 207-269-3281, Secretary Leo Boyle at 207-854 9972 or Museum Committee Chairman Jules J. Arel at 207-848-2275.



**NEW!**  
**SHOW YOUR COLORS**

**MAHS Logo**  
**Now Available in a Colorful Patch**

White with a dark green border and lettering and a tan propeller.  
3 1/2" wide x 4 1/4" deep. **Only \$4.00 each** (post paid)

See Leo Boyle, Jim Chichetto or Norm Houle or write to:  
**MAHS \* 101 Monroe Ave., Westbrook, ME 04092-4020**

## May Meeting Notes

Those of us who were able to attend the May 10th meeting at Dick Jackson's hangar and workshop in Rochester, NH received a rare treat. We were greeted with coffee and goodies provided by Dick's wife Pat. After a short business meeting at which Leo Boyle brought everyone up to date on the latest news of the Society, including the museum site in Bangor and the resumption of the "White Bird" search, Dick Jackson took over and told us of his restoration project on the Sikorsky S-39.

Only 20 of these were built in the early 1930s and finding enough parts to make a restoration possible was a real challenge. The New England Air Museum has a non-flying S-39 on display, and two S-38s are being built from scratch in Minnesota. Dick's project started in the early 1960s and he worked in it for about seven years. One S-39 was found in the Aleutians where it had been bulldozed out of the way. Another was in Twin Lakes in Alaska where it sank in 1957 in a lake two by five miles and 225 feet deep. In all, he has parts of five S-39s, including the rudder from NC-54V once flown by Harry Jones of Old Orchard Beach. Dick's talk took place in his workshop amidst the hull and wings under reconstruction. He expects to have the structure complete next year and have it flying the following year.

After the talk, Dick took us on a tour of his facilities. In the hangar are three beautiful Waco biplanes, one of which is for sale. There is also a 1938 Aeronca K, just restored, and parts for two Waco restoration projects which are also for sale. Of course, there is also a J-3 Cub and loads of other parts and pieces of aircraft and memorabilia. In his storeroom are parts and parts of aircraft and engines, a veritable treasure house. If you ever are lucky enough to be invited to Dick's place, don't miss it — you'll never forget it. Thank you, Dick and Pat Jackson.



Dick Jackson, our genial host at the May 10 meeting, tells the story of the Sikorsky S-39 restoration now going on in his workshop. (Glenn Gibbons Photo)

## Hampton Fly Market

Once again, the Hampton, NH Fly Market was the place to be on May 17 and 18. Although a strong crosswind held down the flying, the vendors were there in stronger numbers than ever with all kinds of aviation-related items for sale. We attended a meeting of the New Hampshire AHS in the morning, and then we saw the people! It was a great pleasure to see almost fifty of our members and loads of other people we know, not to mention the new people we met. And the airplanes! From Mike Farrey's

DC-3 to old Stinsons and Stearman and Cessnas, a Beech Staggerwing — loads of beautiful airplanes. Thank you, Mike Hart, and reserve this date for next year, an event not to miss!



Some of the members attending the May meeting at Dick Jackson's home in Rochester, NH with the S-39 wing in the background.

## Loring AP Recalls 28-day Ordeal and Christmas in the Wilderness

By Dana Tretheway

Reprinted from the Loring AFB *Limelight*, 12/13/63

"The bearded and haggard man stumbled as he fought to drag the fir tree over five-foot snowdrifts toward the crumpled fuselage of the crashed aircraft in the woods ahead. When he reached the wreckage, he plunged the butt of the tree through the thin aluminum skin on the nose of the plane and dropped to the snow to begin picking up shreds of glass and metal with which to decorate its branches — stranded though he was, he meant to keep the spirit of Christmas."

A fictional passage from the pages of a 25-cent paperback adventure story? No, this is one chapter in a 28-day ordeal spent by A1C Albert J. Cones of the 42d Combat Defense Squadron.

It was November 26, 1959 that an Air Force C-47 crash landed in a densely wooded area between Grand Falls and St. Leonard in New Brunswick, Canada. The crew survived, was evacuated and Loring AFB was charged with the ensuing investigation and disposition of the crashed aircraft.

Airman Cones was picked to go to the crash site as a security guard while investigation and dismantling activities were taking place.

The first few days passed uneventfully. Cones and the investigation team lived at the crash site, eating prepared food which had been sent along from the base. On the third day, the team wound up its investigation and left.

Another crew, this time maintenance people, arrived from Loring and spent several days removing serviceable equipment from the plane. This crew brought its own cook and everyone enjoyed the nature outing — then, on the 11th day, they left. Before leaving, the maintenance people asked Cones if he wanted to return to the base with them. He answered, "I can't. I haven't been relieved." A veteran of 13 1/2 years service at the time he was one never to take any assigned task lightly. The fifth Security Instruction (General Order) reads, "I will quit my post only when properly relieved." To Cones, his course was clear: he would stay and guard the plane.

Having been given a loaf of bread and several slices of ham by the departing group, he lived very well for the next few days. He made a comfortable bed in the rent fuselage of the aircraft to protect him from the sub-zero nights and spent his days in the peaceful environs of the quiet winter scene around him.

It was several days later that a French farmer came slogging in on snowshoes to offer Cones a bottle of beer. The farmer said, "I felt very sorry for you because you are here alone and tomorrow is Christmas Day."

Up to this point, the airman had lost track of the days but, upon having his memory refreshed, he began to make plans for the holiday. This is when he left the plane long enough to find a shapely little tree and drag it back to his home in the woods. His holiday meal consisted of, as it had for several day, tree bark and melted snow. However, it was on this day that he discovered a delightful delicacy...

One of the wings held a tank of propeller de-icing alcohol which had escaped the crash intact. He found that, by dipping

his fingers in the fluid and moistening his lips, he could slake his thirst and also build up an internal glow that seemed to lessen his predicament!

This type of alcohol is not normally recommended for internal consumption, but Cones managed very well on it for several days.

The dawn of his 28th day at the crash site broke clear and cold. The 20-degree below zero weather was no different than that of other mornings, but the sound of an approaching engine shattered the stillness of the scene.

Looking through the woods, Cones could see an NCO from his squadron trudging toward him. He recalls this as one of the most welcome sights of his life. He still remembers the feeling of shock he experienced, however, when the sergeant greeted him with, "Where in the devil have you been?"

Cones was startled to hear he was being carried as AWOL back at the base. It was not until someone happened to recall his last known assignment that it was decided to check the crash site. Needless to say, charges against the dedicated airman were dropped when the whole story came to light.

Next week Airman Cones leaves Loring, his wife and their 13 month old daughter for reassignment to Korea. This will be another Christmas away from home for him. (In his 18 1/2 years of service, he has spent but one Yuletide holiday with loved ones.)

But wherever he is on December 25th, he will always remember the day he knelt in the snow beside a crashed "Gooney Bird" and kept Christmas under a tiny tree trimmed with pieces of glass and broken metal.



### Mark Your Calendars: "White Bird" Day # 1-97 is Saturday, May 31, 1997

Our first trek to resume the search for the elusive "White Bird" for this season is scheduled for 9 a.m. on Saturday, May 31, 1997.

We will meet as before behind the McDonald's in the shopping center on Route 1 in Ellsworth. Wear comfortable boots or shoes. Dress for a day in the woods. Bring your own food and drink, a compass, black fly dope, your GPS and a metal detector if you have one and lots of positive enthusiasm.

This is the 70th anniversary of Nungesser and Coli's flight so let's make this the year we find the final answer to their fate. Maps of the area will be provided.

If you need further directions, call Jim (207-269-3281) or Leo (207-854-9972).

See you there!

## A Visit to the ORBIS Flying Hospital The Definitive Answer to Last Month's Mystery Photo

By Jim Chichetto

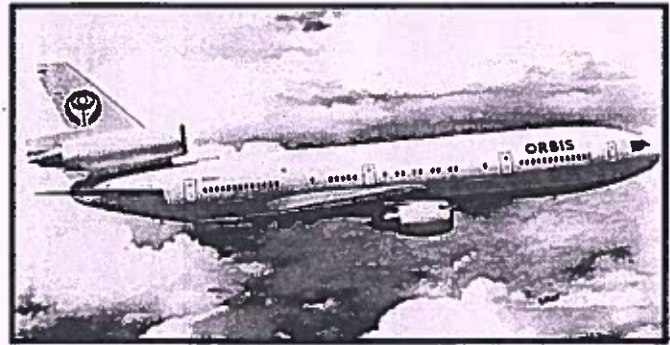
We all want to think that we make a difference in other people's lives it least in some small way by our actions. Most of us do so in small local ways, coaching Pee-Wee ball, working on school functions and a host of other suburban American ways. Nothing outlandish or earth shaking, just doing our part to make the world we live in just a little better than how we found it. But what if you could go somewhere on the planet where Pee-Wee ball is unknown, where clean drinking water is a dream and public transportation is walking or riding on a horse or camel? Think of the positive difference you could make in people's lives with a fraction of the medical knowledge that we here in the Western World have had for years. You could literally change people's lives and help bring them forward into the 21st century. Now visualize the means for bringing this profound change to small groups of people in different countries. All of us know about the good work done by the hospital ship HOPE around the world. What if instead of trying to be a complete hospital, you just focused on one area of the human body? You wouldn't need as much equipment, but you would still need to have the means to be transported from place to place, and what better way than by an aircraft.

I was lucky enough to tour a just modified McDonnell Douglas DC-10-ER as it stopped in Bangor on April the 4th, 1997 on its check out flight. This aircraft had just been given a total rebuild and was extensively remodeled for its current job, that of a flying, teaching hospital to fight blindness. There are more than 42 million people who are blind in the world today, two-thirds of those people did not need to lose their sight. With education aimed at prevention and with proper treatment 28 million people could have retained or recovered their sight.

Project ORBIS International is an international nonprofit organization dedicated to fighting blindness around the world. Local countries invite the ORBIS project to come and work with their local eye doctors. The ORBIS "Flying Hospital" is flown to a local airstrip and will stay for a three week period of time. During the three weeks the aircraft is on the ground, a team of 25 ORBIS people share their skill and knowledge with the local medical people. Ophthalmologists train the local doctors in advanced eye care, while nurses and biomedical engineers work with their counterparts. At the end of three weeks, hundreds of patients will have been seen, treated and the luckiest ones will have had surgery which will give them back their sight. After the ORBIS team leaves, the medicine, training and goodwill they leave behind continues to make a positive difference in people's lives.

Project ORBIS started in 1982 and has conducted over 250 programs in 71 countries. Over 32,000 doctors have been taught sight-saving skills, and 19,500 patients have had their sight restored. Imagine, 19,500 people who can once again see the world, enjoy the sunrises, moonlight, their family and friends and a hundred everyday sights which we all take for granted.

This newest "Flying Hospital" was based on designs and



practical experience which the ORBIS mission crews learned from their first aircraft. For 12 years, Project ORBIS has been flying a DC-8-21 which was donated by United Airlines. This first aircraft was refitted and flown over the years, but as the airframe aged, it was decided to seek a newer airframe with more room. A search was started and ORBIS acquired this DC-10. Ship number two started out as a commercial jet, fuselage number 46501. After years of commercial work, ORBIS acquired this aircraft and it was totally refitted. The engines, airframe and operating systems were all upgraded to the current standards. Inside on the flight deck, everything from the cockpit wall back was rebuilt with the ORBIS mission in mind.

Margaret Hayes, an Operations Technical Coordinator met us at the door as we boarded the front landing steps up to the flight deck. Her job is to make all those small details like customs, visas, fuel, landing fees, parts, local food and calls home go smoothly. She was happy to see some of the local FedEx people. As she said, "FedEx is one of our sponsors, and we usually only get to see the LAX crew and FedEx employees in other countries. It's nice that people at home who sponsor us get to see what their work makes possible." She took time out of her busy schedule to give us a tour of this exceptional aircraft.

As you enter the left side boarding door, the first thing you see is a movie theater set up in the front quarter of the aircraft. Forty-eight doctors and medical people can sit in plush seats and watch medical procedures taking place in the examining room, operating room or recovery room. This space is also used as a lecture hall and seating for the crew during the flights from country to country.

If you walk straight ahead instead of turning left into the theater you will see a door on the right. Inside this area is the audio-visual center for the aircraft. Here all the onboard cameras are monitored and the tapes are stored, copies made for local doctors and other medical groups. The communications system is also centered here. On a mission, this area is also the work area for those audio-visual specialists. Besides the normal TV and VCR work is the equipment upkeep and repair. Once on location, everything on board must be self-contained and all spares needed must be stored on board. Most repairs are done by the crewmen.

ORBIS, continued on page 6

ORBIS, continued on page 2

Turning right as you first board the aircraft puts you in a hallway which runs the length of the aircraft. As you walk down this hallway three doors open up on the left side. The first room is the examination area. Patients are brought into this area and given eye exams to see if their problem can be treated. After each patient has been examined, ORBIS and local doctors adjourn to the next room for a conference. The conference room is also used for regular meetings and planning sessions.

If the patient can be treated, and surgery is called for, then the next step is to make sure they are ready for the surgical procedure. The third door leads into the recovery, scrub, and operating rooms. If not for the cargo tie-downs on the floors and the distinctive airline windows on the outer wall, you would not know you were aboard an aircraft. The operating room has a state of the art table in the center. Ringing the table on overhead tracks are TV cameras and lights. Elsewhere in the room TV cameras are set to record the entire room as the operation is underway. By recording everything, all the medical people can view their part afterwards and see what if any improvements they can make in their procedures. Leaving the operating room you walk back into the scrub area and then into the recovery room. Three beds are set up here to allow the patients time to recover after their surgery. While on the ground, seven to eight patients a day are operated on. After each days' surgery, the videos are played back and the doctors can learn from watching each other's work. It is an intensive 3 weeks of work and teaching, but well worth the effort.

What makes the ORBIS Project work is the people. A mission crew is made up of four doctors and ophthalmologists from all over the world who volunteer their time to work and teach their skills. Six nurses, two anesthesiologists, two bio-medical engineers, two audio-visual specialists and four staff administrators. The flight crew are all volunteers, both active and retired from United Airlines. The aircraft carries two maintenance flight mechanics. One is sponsored by United Airlines, the other is usually a retired airline flight crew member who wants to keep busy in retirement and who wants to make a difference in people's lives.

The idea of a self-contained hospital means that the DC-10 needs to carry everything on board to set-up, run and live with for at least three weeks at a time. Three power generators are carried on board and a complete ground power unit is off loaded first and fired up to provide power for operations. A complete water purification unit is off loaded to supply the hospital with clean safe water. Two large air conditioners are unloaded and hooked up to provide a constant flow of breathable air. Hospital air compressors which were modified to fit in LD-3 containers are off loaded and set up to provide the air pressure needed to run the hospital. From the time the GE CF-6-6DIA engines shut down to the time the hospital is up and running and operations are being done is less than six hours. When you consider the hostile outside weather in Iran or Tibet, this is truly a remarkable feat of engineering and shows the good things which people can accomplish when they work together.

After every third mission is flown, the DC-10 will be flown

back to LAX for inspection and whatever work and upgrades that need to be done. It will remain in the U.S. for about 30 days to allow this work to be done and the volunteers time to relax and go home. Most of the aircraft maintenance is done for free by FedEx flight mechanics at LAX. These men and women donate their days off and nights to do this work as their way of helping the ORBIS Project. FedEx also picks up the fuel tab for the ORBIS aircraft as it wings its way around the world.

On this April day the aircraft was on the ground for less than two hours. It was refueled and local take-out food was brought on board, fuel for the flight crew as they headed across the Atlantic. After this first check flight was done, the aircraft was heading back to its base for final equipment checks, loading of the medical stores and mission crew for a flight to Syria. China is also on this next three month mission plan.

As the ORBIS DC-10-IOER climbed off the BIA runway into the evening sky it was good to know that the company I worked for was using some of its money to support this type of good deed. To help people who will never use our business services, but then, the world isn't about business and money, it's about people.

For more information about the Project ORBIS International you can contact ORBIS International, Houston Operations Departments, 6900 Fannin, Suite 612, Houston, Texas 77030. Tel: 713-790-1858; Fax: 713-790-0651.

### More Information, Please!



#### John Butler Ayer 1912 - 1942

Believed to be the only pilot born in the state of Maine to fly with the Royal Air Force Eagle Squadron. Born in Bangor, Maine on 9/21/12. Killed in action flying for the RAF in #71 on 4/17/42. His parents were Fred R. Ayer of Bangor and Frances E. Butler of Milwaukee, Wisconsin. His parents were divorced when he was a young boy, after which he moved to Milwaukee with his mother and siblings. The British

list of American volunteers in the RAFVR who did not survive WWII show: J.B. Ayer, #83802, hometown Milwaukee, Wisconsin, USA. Date of enlistment: 8/8/40. If anyone has more information on John Butler Ayer, call Norm Houle at 603-664-5631.

## Upcoming MAHS Meetings and Calendar of Events

May 31 .....	9 a.m. ....	"White Bird" search resumes! Meet behind Ellsworth McDonald's.
June 1 .....	10 a.m. ....	WWI Air Show, Owls Head Transportation Museum.
June 14 .....	9 a.m. ....	MAHS Meeting, Acadia Air, Trenton, Maine.
June 21-22 .....	All Day .....	Dakota Aviation Museum Open House, Sanford, Maine.*
June 28-29 .....	10 a.m. ....	Military Aviation & Aerobatic Air Show, Owls Head Transportation Museum.*
July 12 .....	9 a.m. ....	MAHS Meeting, TBA.
July 18-19 .....	All Day .....	Great State O' Maine Air Show, Brunswick Naval Air Station.*
July 31-August 6 .....	All Day .....	Oshkosh EAA Air Show, Oshkosh, Wisconsin.
August 8-10 .....	All Day .....	EAA Chapter 87, Fly-in, Drive-in, Camp-out, Bowdoinham, Maine (207) 729-8169.
August 9 .....	9 a.m. ....	MAHS Meeting, Merrymeeting Airport, Bowdoinham, Maine (207) 729-8169.
August 9-10 .....	10 a.m. ....	Aerobatic Air Show, Owls Head Transportation Museum.
August 31 .....	10 a.m. ....	WWI Air Show, Owls Head Transportation Museum.
September 5-7 .....	All Day .....	International Seaplane Fly-In, Greenville, Maine.*
September 13 .....	9 a.m. ....	MAHS Meeting, TBA.
September 20-21 .....	10 a.m. ....	Antique Aeroplane Show, Owls Head Transportation Museum.
October 5 .....	10 a.m. ....	Antique Aeroplane Show, Owls Head Transportation Museum.
October 11 .....	9 a.m. ....	MAHS Meeting, TBA.
October 26 .....	10 a.m. ....	Great Fall Auction, Owls Head Transportation Museum. Free admission.
November 8 .....	9 a.m. ....	MAHS Meeting, TBA.
December 13 .....	9 a.m. ....	MAHS Meeting, TBA.

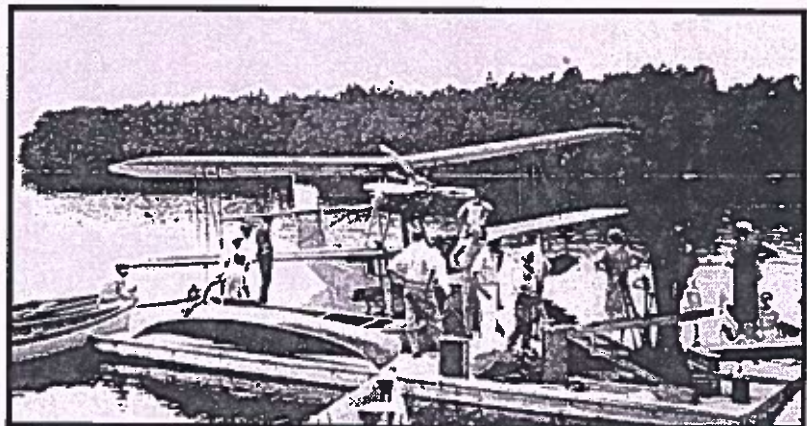
The meeting sites can be flexible. We are looking for suggestions on locations for many of these meetings. The same goes for the weekend hikes — let us know. We are also looking for guest speakers, slide shows, etc. Call Leo at 207-854-9972 or Jim at 207-269-3281 if you have any ideas or can be of help. In addition, we will be scheduling hikes to aircraft wrecks from spring until fall. Stay tuned for further details — it's going to be an exciting year!

\*We will have booths at these events. Volunteers needed.

### New Members

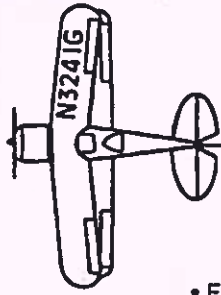
193. Daniel E. Blaney (*Old Orchard Beach*)  
14 W. Orchard Avenue  
Old Orchard Beach, ME 04064  
934-5330 (H) • 934-4393 (W)
194. Pat Coursey  
P.O. Box 155  
Bridport, VT 05734
195. Ronald Lawson  
13 Northview Drive  
Burlington, VT 05401
196. Alfred L. Cormier (*Radio, Photography*)  
6 H Street  
Bangor, ME 04401
197. Fletcher Sharp  
1716 Geneva Lane  
Plano, TX 75075
198. George Hopkins  
RR 1, Box 160-134  
Trenton, ME 04605

### Mystery Photo of the Month



This pretty little biplane amphibian was giving rides at a resort in Central Maine in the early 1930s.

Tell us the type of aircraft and, if you can, the pilot and the location. First best answer wins an MAHS T-shirt.



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

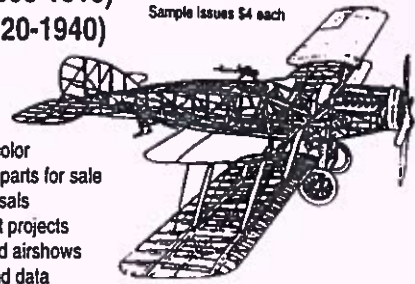
**VINTAGE WINGS  
MILLERS FIELD**

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

JOHN M. MILLER

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

Sample Issues \$4 each



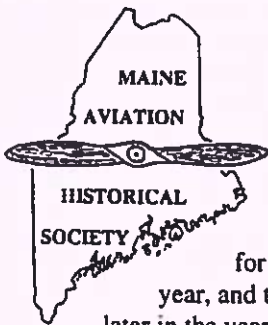
- historical research
- workshop notes
- information on paint/color
- aeroplanes, engines, parts for sale
- your wants and disposals
- information on current projects
- news of museums and airshows
- technical drawings and data
- photographs
- scale modelling material
- news of current publications

**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 (914) 473-3679



1997

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

Name \_\_\_\_\_

Address \_\_\_\_\_

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

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

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

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

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

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

???  
"White Bird" Search Resumes!  
Saturday, May 31, 1997  
9 a.m.  
Details Inside

**JOIN US!**  
Saturday, June 14, 1997  
9 a.m.  
Acadia Air  
Trenton, Maine