



DIRIGO FLYER

Vol. ^{VI}~~VII~~, No. 8 August 1998

Newsletter of the Maine Aviation Historical Society • P.O. Box 2641, Bangor, Maine 04402 • 207-854-9972
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Big News from the July Meeting!

The rain kept coming down while we met warm and dry in John Miller's hangar at his antique airfield in Newburgh. The business meeting started at 8:30 a.m., and the Treasurer's report showed \$2,100 in the checking account and over \$11,000 in the Museum Fund. President Jim Chichetto then apprised us of a couple of exciting developments. The *Bangor Daily News*, in conjunction with Maine Public Television, is working on a follow-up to their last story about MAHS and the search for the "White Bird." They hope to go with us on our next search and film it for a short segment to be broadcast. They are also looking into filming a series on Maine's aviation history for viewing in 1999. This has to go before the board to be approved, but if it is, it could be major publicity for the Society in 1999.

In addition, the U.S. Navy contacted member Rob Rohr for information on the "White Bird" site locations. They are using two of their latest electronic P-3s to map the entire state of Maine and were interested in helping us pinpoint any wreckage that might be visible, electronic, magnetic or otherwise. We supplied them with known possible locations and justification for why it might be in Maine. We'll keep you posted on these exciting possibilities.

A major discussion then ensued on the future of the Maine Air Museum. Despite having raised the necessary monies to fund the feasibility study for a major fund-raising effort, much work still needs to be done before we can go forward with such a step. The first item on the agenda was the signing of a lease with the city of Bangor. They had come back with a new proposal agreeing to all of our ideas, but they still wanted 12% of the revenues. Since most other museums pay token rent (and some a fee for services), we feel that this was unreasonable. A meeting was called for the following Wednesday to work out our new ideas to present to the airport manager, to meet with the city councilors and to try and go for an option on the land for a year or two to allow us to do the things that need to be done and do it right.

Many members expressed their thoughts as to where and how we should proceed on the establishment of the Air Museum. The general consensus seemed to be that we needed to step back, review how far we had come and decide on how we would continue on from here. Member John Miller, who has visited most of the aircraft and aviation museums in the country,

certainly gave a positive view of how we could best proceed. John pointed out that a great many of these museums consisted only of a fenced in area for the aircraft on display with a small gate or trailer where admission was collected, brochures handed out and possibly a gift shop. He said that it was not necessary to start with a \$750,000 building and that educational programs could be done on an out-reach basis to schools and groups using videos, slide shows and speakers.

By a unanimous vote of the members present (about 40), it was decided to put the major fund-raising and construction of the building on hold for the present. We would continue to pursue the arrangement of a favorable lease and secure an option on the land at B.I.A. We would plan for having the fencing completed, acquisition of a suitable trailer at that time, and the parking of suitable acquired aircraft in the area with a sign showing the future home of the Maine Air Museum. In line with this decision, the following points were decided upon for the future direction of the MAHS and the Air Museum:

• MAHS Direction for 1998-1999 •

1. Appoint five members of our Board of Directors to form and work on a Steering Committee for future financial data. Their job will be to compile and update a list of Maine's known and unknown business and public figures and their interests. This list will become part of the data base we can draw on in the future as we move forward with projects. Suggestions are: Leo Boyle, Don Godfrey, Bill Robertson, Ed Armstrong and Peter Hurd.
2. Appoint two members to oversee the Education Committee and to work with the displays which we will bring to schools and other events as teaching aids to Maine's history. Suggestion: Bill Townsend.
3. Focus on upgrading and creating new displays. Scott Grant in charge of this.
4. Work on updating the MAHS hand-out and work on getting more of them out to the general public. This group will also be in charge of staffing the booths at events and setting up the displays at air shows, etc. Scott Grant.
5. Continue the Web site and keep it updated. We are having good results with this site. Bill Townsend.

"July Meeting," continued on page 2

In Memorium

Philip Leo Doyle

Franklin, MA — Philip Leo Doyle, 65, died Thursday, April 23, 1998 at his home after a long illness.

He was born in Brewer, May 26, 1932. Educated in Brewer schools, he was a 1950 graduate of John Bapst High School. An aviation enthusiast, Mr. Doyle became the youngest licensed pilot in the state of Maine in 1948, at the age of 16.

During the Korean War, he served in the U.S. Air Force. He attained the rank of Airman First Class and was awarded the National Defense Service Medal and the Good Conduct Medal.

In 1954, he joined the Boeing Airplane Co. and was employed in the Experimental Department. He also piloted aircraft for Central Maine Flying Service and for the Fitchburg Paper Co. from 1955 to 1963.

Percy Hyde

By Charlie Gabelman

Reprinted from *The Tetrahedron*, April 1987

Percy Hyde was a charter member Chapter 87 of the Experimental Aviation Association, and I believe he held every office in the chapter, including technical advisor. In the 1970s and early 1980s, for many of us, it was Percy who kept us in the air. I can remember going to his shop next to Bradley Field in Topsham on Tuesdays to help him recover

a plane or just to watch him work. The man was definitely a craftsman. Those who remember his black J3 Cub and his Taylorcraft, the Model T and Chevy he rebuilt, will attest to them as works of art.

I knew Percy for over 20 years and in that time I can honestly say I never saw Percy get upset at anyone or anything. Percy was a very modest man. It wasn't until I had known him for four or five years that he even mentioned any of his adventures when he was young. Two of these stand out in my mind. The first was his story about how he and some friends would race J3 fuselages up and down the Kennebec with just tails and skis on them (no wings or anything else!) in the winter. The second was about his first airplane loan. He and a friend had gone to a Brunswick bank and together had taken out a loan for about three or four hundred dollars. The loan was all approved but when they went to pick up the money, one of them let it slip that the loan was for an airplane. The bank cancelled the loan because if they crashed and got injured or killed, who would pay the loan?!?!

Wherever the great ones in aviation go when they pass on, I'm sure Percy is with them now. He will definitely be missed but not forgotten. I know that the next time I fly over that area that was once Bradley Field, my mind will go back to those Tuesdays that I spent in Percy's shop. Thanks again, Percy.

"July Meeting," continued from page 1

6. Continue to work with the printed and TV media on those areas of common ground. Jim Chichetto.
7. Continue to work with the state of Maine on the protection and recovery of aircraft in Maine waters. Jim C. and Bruce Stephenson.
8. Updating our plans and setting up a long term set of goals and how they need to be reached. Committee? Volunteers needed.
9. Setting up a safe storage area for our artifacts and papers. Carroll Leland.

Volunteers are needed for all of these jobs except #1. If you can serve, please contact the people in charge of each group or Jim Chichetto at 207-269-3281 (evenings) or Leo Boyle at 207-854-9972 (evenings).

The rain kept coming down but the dark cloud of doom had lifted, enthusiasm had returned and a more realistic future seems in store. Member Larry Nickerson of Aerobat Aviation Gallery (see ad in newsletter) showed us his prototype Christmas ornaments with our logo on them and also glasses with our logo etched on. We hope to have these available for sale at Owls Head, Lewiston-Auburn and Greenville, and Larry is donating part of the proceeds of each sale to the Museum Fund. Our new caps were good sellers at the meeting (see ad for these in newsletter). The entire proceeds (\$10 each) from the sale of these caps goes to the Museum, so stock up and buy one of each

color. Thanks to Scott Grant for getting these for us. (And Larry's ornament can serve as a permanent Christmas card to all your aviation friends.)

We were honored to have member Morgan Barbour who was originally from Warren, Maine and now resides in the Seattle area present at the meeting. Morgan had a distinguished flying career in the Air Force and with the Boeing Company. He recently retired from Boeing where he was a training and delivery pilot for the Boeing 777. Morgan related some of his experiences in the testing and flying of the 777 and showed us some of his videos on the testing of the 777. It was a most interesting show, especially where he was able to expand on the videos. One example was the FAA test for a maximum load aborted take-off, where all the brakes caught fire and the crew had to sit in the aircraft for five minutes as all the tires blew out via heat plugs before the fire crews could move in. Thank you, Morgan, and we hope to see you next year or on one of our aircraft search hikes.

P.S. For those of you interested in aircraft search and recovery, please read *The Role of Military Museums in Wreck Recovery and Preservation* by Jeanette Remak and Joe Ventolo, Jr. (with special thanks to our member and advisor Larry Webster) on page 20 of the July 1998 *Atlantic Flyer*. A most interesting and enlightening article.

From the Maine Woods to a Rhode Island Museum: The Restoration of the Avenger



Grumman (Eastern) TBM Avenger under restoration at the Quonset Air Museum in Rhode Island. This is the Avenger that was airlifted out of the Maine woods a couple of years ago. (Scott Grant Photos)

August Meeting

The August meeting of the MAHS will be held at the Owls Head Transportation Museum on Saturday, August 8th at 10 a.m. Officers will hold a business meeting at 9:30. This is the weekend of the museum's annual Transportation Spectacular Exhibition and Aerobatic Show.

This is a great weekend at the museum and you should not miss it, especially in this summer of so few local aerobatic shows. We will have a table there on both Saturday and Sunday to educate the public on the MAHS and the future Maine Air Museum.

We need volunteers to man our table and talk with people about ourselves and Maine's aviation history. Please do not leave it to the same four or five people to handle this table from 10 a.m. to 4 p.m. both days. Give us a few hours and see how much fun you can have, how much you can learn, and how many interesting people you can meet and talk with.

We'll see you there!

Room With a View



Members Scott Grant, Eric Elias and Brian Wood at the KC-97 crash site in Newry. (Jim Chichetto Photo)

MARK YOUR
CALENDARS!

September Meeting

The September meeting of the MAHS will be held at the International Seaplane Fly-In in Greenville. The meeting will be held at 10 a.m. on Saturday, September 12th at our table at Folsom's Hangar. The business meeting will be held at 9:30 a.m. and the general meeting at 10 a.m.

As at Owls Head, we will have a display there. Please try to volunteer a few hours to help out and increase your enjoyment — this is the year that they will be blessed with some great weather, so come and enjoy yourself. Leo Boyle will present his slide show after the dinner Friday evening at Squaw Mountain, so plan to arrive early and attend the show. Special thanks go to member Frank Woodworth for his help with these arrangements.

Annual Starliner Open House

Member Maurice Roundy, owner of the Lockheed Starliners based on the edge of the Lewiston-Auburn Airport, will hold his Starliner Open House on Saturday, September 26th at 9 a.m.

Those of you who attended last year's open house will remember what a great time we had there. This year, we hope to have more visiting aircraft fly in and be available for viewing. Roland Maheu plans to be there and talk about his exciting aviation career in Maine, and we hope to welcome Carol Niewola, the new manager of the Lewiston-Auburn Airport.

Refreshments will be available, MAHS will have a table and display and a fun time for all is at hand. Sunday, September 27th will be the rain date. Come one, come all.



Welcome New Member!

258. B.J. "Bud" McLellan
P.O. Box 262
Naples, ME 04055-0262

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Photo Gems from Maine's Aviation History



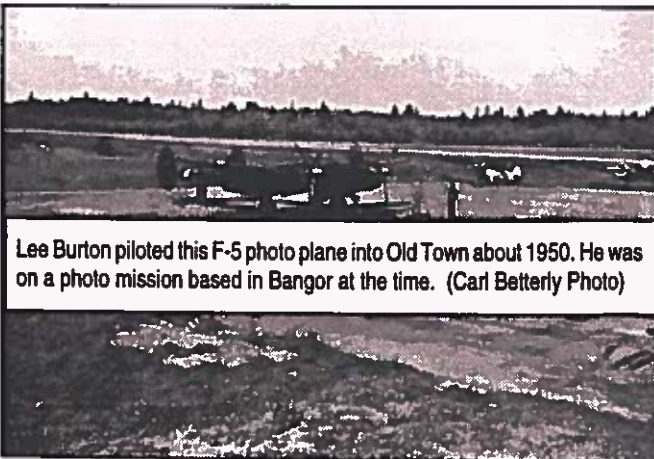
Fokker F-VIIA "Old Glory"
at foot of Pine Point Road,
9/6/27 late morning,
just before ill-fated take-off for Rome.
(Photo via member Dan Blaney,
Old Orchard Beach Historical Society)



Lockheed T-33 at Old Town after an emergency landing.
Engine flamed out over Bangor and pilot thought he was
landing on 15-33 at Bangor. Later flown to Bangor, early 1950s.
(Carl Betterly Photo)



The "Spirit of St. Louis" replica at the Old Town Airport during the filming for
the movie. Carl L. Betterly is standing in front of the plane and Ralph Moore
of CMFS is at the tail. (Carl Betterly Photo)



Lee Burton piloted this F-5 photo plane into Old Town about 1950. He was
on a photo mission based in Bangor at the time. (Carl Betterly Photo)



USAF Lockheed C-121 at Old Town. He was flying Secretary of State to his
summer home on Mt. Desert Island, but Bar Harbor was fogged in and they
landed at Old Town in 1949. (Carl Betterly Photo)

Upcoming MAHS Meetings and Calendar of Events

- July 29-Aug. 4 All Day EAA Oshkosh Fly-In, Oshkosh, WI, 301-695-2083.
- August 8 10 a.m. MAHS Meeting, Owls Head Transportation Museum.
- August 8-9 10 a.m. Annual Transportation Spectacular Aerobatic Show, OHTM.*
- August 22 10 a.m. 21st Annual New England Auto Auction, Owls Head Transportation Museum.
- September 6 10 a.m. Antique Motorcycle Festival, Owls Head Transportation Museum.
- September 11-13 All Day 25th International Seaplane Fly-In, Greenville, ME, 207-695-2821.
- September 12 10 a.m. MAHS Meeting, Greenville Seaplane Fly-In.*
- September 20 10 a.m. Convertible Meet, Owls Head Transportation Museum.
- September 26 10 a.m. Annual Starliner Open House, Lewiston-Auburn Airport. (Rain date: Sept. 27th)
- October 4 10 a.m. Foreign Car Oktoberfest, OHTM.
- October 10 9 a.m. MAHS Meeting, Houlton, Maine.
- October 25 10 a.m. Great Fall Auction, OHTM.
- November 14 9 a.m. MAHS Meeting, TBA.
- December 12 9 a.m. MAHS Meeting, TBA.

Meeting sites are flexible. We are always looking for suggestions on locations, guest speakers, slide shows, etc. Call Scott Grant at 207-775-3404 if you have any ideas or can be of help. *We will have a table at these events — volunteers needed!

??? August Mystery Photo ???



Norm Houle slipped me this photo at the July meeting. Amelia Earheart stands in front of a Boston & Maine Airways Stinson SM-6000 Trimotor in 1933-34 somewhere in Maine.

Does anyone know where? And who are the other people with her?

As always, the correct answer will be printed in a future *Dirigo Flyer* and the winner will receive an MAHS T-shirt.

Good luck!

Catch the Excitement!

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Maine Aviation Historical Society

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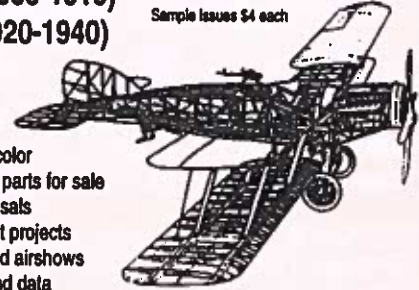
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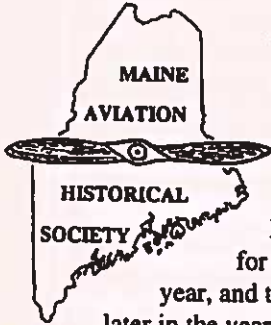
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1998

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

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04092-4020

Membership	Dues	Benefits
Regular	\$20 annual	Newsletter, Patch, Museum Admission
Family	\$30 annual	Newsletter, Patch, Museum Admission
Corporate	\$50 annual	Newsletter, Patch, Museum Admission
Supporting	\$100 annual	Newsletter, Patch, Museum Admission, 4 Free Passes
Lifetime	\$500*	Newsletter, Patch, Lifetime Membership Number, Museum Admission, 10 Free Passes

* (2 annual \$250 payments)

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

COME JOIN US!

Saturday, August 8, 1998
10 a.m.

Owls Head Transportation Museum
Owls Head, Maine