

DIRIGO FLYER

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Newsletter of the Maine Aviation Historical Society
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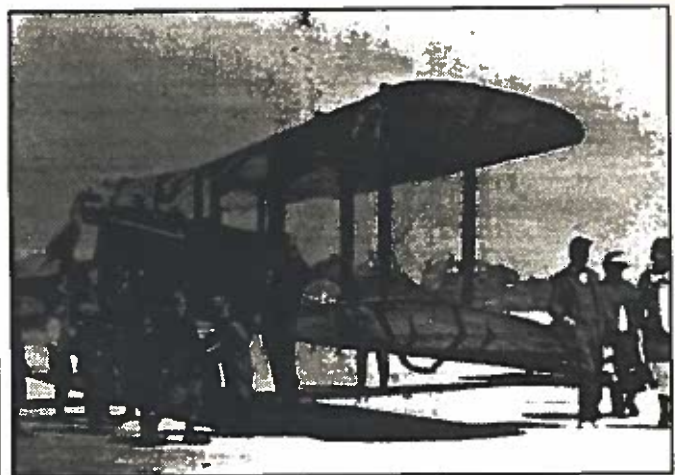
General "Billy" Mitchell Comes to Maine

By Charles Francis

First there was a faint high pitched whine, which quickly grew louder as it was joined by a dull growling rumble which rapidly turned to a thunderous roar causing everyone in the sleepy central Maine town of Pittsfield to stop what they were doing and gaze skyward. Farmers stopped their labors in their fields, housewives came out of their kitchens and youngsters swimming in the Sebasticook River climbed out and stood dripping with mouths agape as the greatest display of American military air power since the Great War passed overhead. Then, impossibly enough, their astonishment increased as a rain of leaflets released by the larger planes came fluttering through the air. The armada, in full battle formation consisted first of eight de Havilland two seat scout planes followed by sixteen olive drab Martin bombers, the largest military aircraft of the day. From Pittsfield the formation continued on to Newport and Unity, dropping more leaflets, and then on to Bangor where spectators watching the 5:00 P.M. air show of barnstormer Merle Fogg at the 1923 Bangor State Fair were treated to an air show of spectacular proportions. Controversial General Billy Mitchell had indeed come to Maine, although it was not the first time.

General William Mitchell, known more familiarly to the public as Billy, was fighting a losing battle for the development of an American air defense system. Opposed to him was the conservative military mind-set possessed by the majority of superior officers in the post World War I American military hierarchy and especially those in the navy, who saw battleships as the country's first line defense. Mitchell's chief weapon in this one sided struggle was the press and he was a master at utilizing it as well as in manipulating politicians, which was quite understandable as he had grown up in a political family (his father having served as Wisconsin's senior senator).

Billy Mitchell had chosen Maine as the site for his publicity driven campaign strategy for several reasons. Part of his overall plan in developing an air defense system for the United States called for the development of a system of military air fields on both coasts. For northern New England he had considered Burlington, Vermont and Bangor, Maine, opting for the latter. Mitchell was familiar with Maine as he summered at York



DeHaviland DH-4B, one of the eight that flew to Bangor from Langley Field.
Photo: Harry Jones Collection

Beach, where his personalized, gleamingly polished mahogany airplane was a familiar sight. In addition, Maine in the early 1920's was represented by two of the most powerful figures in the senate, Bert Fernald and Arthur Gould, and Mitchell knew that bringing the attention of Maine residents and the Maine press to the need for a strong American military air defense system would influence the two senators. Finally, the Bangor State Fair, which drew thousands of spectators yearly, would provide the perfect backdrop for a fly-in. Billy Mitchell was, most definitely, an impresario par excellence. He was also a man used to getting his own way and a man that had already had one of the most extraordinary military careers in the history.

William George "Billy" Mitchell was born in Nice, France, where his parents were vacationing, on December 29, 1879. He grew up in Milwaukee and attended Racine College and Columbia University. At the onset of the Spanish-American war in 1898, he enlisted as a private in the First Wisconsin Infantry Volunteers. Until 1925, Mitchell's military career would be marked by rapid advancement through the ranks and unparalleled success. In Cuba he received a field promotion to junior lieutenant in the Signal Corps. At twenty-three he was the youngest captain in the army. After serving in the Philippines.

"Mitchell" continued on page 4

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Monthly meetings are held at 9 a.m. on the second Saturday of each month at various locations. See schedule for details.

**Greenville Seaplane Fly-In
 September 11-12, 1999**

A Board of Directors meeting was scheduled for Bill Robertson's new home in Greenville at 8:30 a.m. in September 11, 1999. Attending the meeting were Bill Robertson, Leo Boyle, Charlie Brantner, Jim Chichetto of the Museum Board, Frank Bauer, and Norm Houle. Scott Grant was washed out of his camping spot the night before, and the torrential downpour had done no one any good.

Much discussion was held regarding various issues, but as a quorum was not present, no actual decisions could be made. However, Charles Brantner is to look into a financial planner in the Bangor area to engage to set up our five year plan in acceptable fashion. Jim Chichetto will work with him on this matter. In the end, we were all talking the same language and with this plan we can to ahead with the selection of a fundraiser. Bill's gracious wife Cheryl entertained the wives present and gave a tour with Bill of their new home.

Meanwhile, back at the ranch, Scott had set up the display in Folsom's hangar and Peter Noddin was holding the fort. Later, when Jim Chichetto arrived, he took Peter up to the B-52 Elephant Mountain crash site, and Scott Grant joined him there. Leo held the fort at the display until they arrived back, when he joined Norm and Kay Houle at Bill and Cheryl's for revival. They then went to Squaw Mountain to join the large crowd for the excellent buffet dinner. Frank Woodworth, despite running the whole fly-in, had the projector and screen all set up for Leo's slide show on the history of aviation in Maine. It was a great show and my apologies to those who did not get to see it because of limited space or the conflict with the FAA program.

Again, we must note the very generous museum donation made by the Greenville Seaplane Fly-In Association. We also wish to express our thanks to member Frank Woodworth who ran the fly-in for its success and the help he gave to MAHS. We are also most happy that the good weather we predicted in the last *Dirigo Flyer* came in finally on Saturday and Sunday. We'll try to do as well next year!



**Maine Aviation Historical Society
 Statement of Cash Receipts and Expenditures for July and August 1999**

	July	August
Cash balance beginning of month	\$5,928	\$6,454
Cash received		
Dues	170	80
Lifetime membership	500	—
Donations	260	—
Product sales	130	12
Other	77	—
Total receipts	1,137	92
Cash expended		
Reproduction services	365	—
Printing	—	287
Postage	119	33
Telephone	47	54
Professional fees	—	194
Other	3	—
Building costs	77	1,008
Total expended	611	1,576
Cash balance end of month	\$6,454	\$4,970

Includes known cash receipts through August 25, 1999.
 All bills received through August 28, 1999 have been paid.

Charles B. Brantner, Treasurer
 August 28, 1999

The Maine Air Museum: Progress Report and Start-Up Costs

To give us an idea of where we stand at the moment, just prior to going into the fundraising phase, we are publishing an estimate (rough) of our start-up costs. As with any preliminary estimate, some items may be too high and some too low, but we have a figure to work with and, hopefully, in the end, we'll be close. Any and all members, particularly board members, who have or can point us to reliable input in these areas, please contact Jim Chichetto, Museum Board Chairman (207-269-3281 evenings; e-mail jimF84F@aol.com) or your editor, Leo Boyle (207-854-9972 evenings; e-mail pshaw@maine.rr.com).

As with any organization transitioning from a club atmosphere to a major non-profit business organization, we ask that you bear with us through our growing pains, but especially step forward to help out. As is obvious with our lease signing, our upcoming public relations event for this signing, the work being done at the building site (call Al Cormier to help at the MAHS telephone numbers or e-mail acorm6H@aol.com) and the \$1000 museum donation from the Greenville Seaplane Fly-In Association, much work is being done by the Museum Board and the MAHS Board and members. Let's step up now and tell us how you will help us continue to move forward.

You, the members, wanted a museum. You, the members, wanted it in Bangor. Your Board of Directors has given you a building in Bangor for a museum. You, and only you, the members, can make it a museum. The directors have given you a Museum Board to help make it happen, and it's up to your Board of Directors to raise the money. You must be ready to make it happen. Together, let's do it!

The lease has been signed and the Maine Air Museum is in business. To date we have had donations by Bangor Roofing and Sheet Metal Company and Roof Systems of Maine. They have donated time, labor and material to seal the roof of Building 98. This is a short time solution to the problem but allows us to safely work inside the building and to start remodeling. This building is a strong structure built to withstand a nuclear explosion. The walls are 11" thick with reinforcing. All doors are steel blast doors with fire activated sealing systems. It is one of the strongest buildings ever built in the state of Maine. Built in 1958, it was used as the final assembly building for mating warheads to air-to-air missile bodies. Listed below are items which we need to repair and upgrade before we can open the museum building to the public. A summer 2000 opening date is our hope at this time.

1). A New Roof. The current roof is watertight but needs to be replaced due to the damage moisture did to the insulation underneath the roofing material. A complete roofing job needs to be done with new 1" foam placed and then new roofing material put on. Costs range from \$30,000 to \$35,000 for the entire job.

2). A New Heating System. The old system was mothballed but is very outdated. A new heating plant is needed to bring this building up to code and to cut down heating costs. At present we are asking local companies to give us their ideas on types and

costs of systems which will be needed for the use of this building as a museum. The best cost estimate to date is \$20,000.

3). Security Fencing. In keeping with the guidelines set by BIA, we will need 700 ft. of 8' high chain link fencing. We will also need 75 schedule 40 fence posts. At present we are working with Sen. Snowe's office to gain the needed fencing from the Forestry Department. Should we not get that fencing, it will cost us an estimated \$ 8,000 to buy and install the fencing needed to meet the legal obligations of our lease.

4). Electrical Costs. At present we have expended over \$1,200 to have our system checked and have the power turned on. We will need to upgrade every outlet and many of the service lines in the museum building. The control panel is in excellent shape and will serve us well for the future. Additional costs are projected at \$5,000 for fixtures, wire, and labor.

5). Painting and General Repair of the Walls. Sections of both the interior and exterior walls need work. Inside, most the walls need to be cleaned and painted. The ceilings will be painted in some rooms and we'll have dropped ceilings in other rooms depending on the room use. Exterior work includes repainting, replacing some broken glass and fixing drains and steel doors. The painting will be done after a high pressure wash job and then a careful resealing of any seams and joints which need it. We have an offer of an at-cost deal on paint from the original paint provider who can supply the exact color and type used by the USAF. Costs of the paint, ceiling tiles and other supplies needed is \$6,300.

6). Operating Budget. The operating budget for the first year of operation is \$44,020. This budget includes all operating costs, permits, and day to day operating costs. It does not include cost of aircraft. A second budget is set up to cover the moving, repair, and display of aircraft and artifacts.

7). Aircraft. The museum has set up a program geared to support the collection of aircraft which have strong ties to the state of Maine and its aviation history. Each aircraft will have a separate account for moving expenses, repair and display costs. The goal is to have companies, service groups or individuals sponsor each aircraft the museum owns. Major artifacts will be treated in the same way. Displays will need to be planned and upgraded, most funding will come from grants and gifts to do these upgrades. Costs will vary, but our first major aircraft will cost over \$ 8,000 to move from Florida to Maine. Others will be moved under their own power and the costs will cover permits and fuel.

8). Computers and Interactive Software. One of the main goals of this museum is to educate the public about Maine's past and the struggle man had learning to fly and then to move forward from there. Self-guided tours using interactive computers have proven to be the best teaching tool with school children and young adults. Learning at their own rate, they will work each area of interest as they view the static displays and aircraft. It will be the most costly system to set up, but the learning experience makes it the center of focus. At present we expect to spend about \$10,000 on each system and we want to have at least four in place by the summer of 2000 opening.

"Mitchell" continued from Page 1

he established a communications system in Alaska and then in 1912 he became the youngest member of the General Staff. Just prior to joining the General Staff, Mitchell had served on the Mexican border. It was here that he began to develop his first real interest in Maine. The Second Maine Regiment of the Maine National Guard was also stationed there and a continual topic for conversation among the Maine men, who found the border climate intolerable, was how good it would be to get home and head for the cooling ocean breezes of the coast. Perhaps it was this yearning of the Downeasters for their rockbound coast and fine sand beaches that set the first seed that led Mitchell to summer at York Beach. It was in 1916 that Mitchell learned to fly when he was assigned to the United States Army Air Service. His greatest achievements were yet to come, however.



Another of the DeHavilland DH-4B planes that flew to Bangor in 1924.

Billy Mitchell was already stationed in Europe as an observer of what would later be referred to as World War I when the United States entered the conflict. Using his own plane- it took months for American planes and fliers to cross the Atlantic- Mitchell became the first American to fly over enemy lines. Within a short time of the arrival of the first American pilots and planes, Mitchell was appointed Air Officer of the American Expeditionary Force (AEF). He would later be appointed as Commander of all Allied Air Services. In that latter position, he directed a force of over 1400 pursuit planes, observation planes and bombers in an attack on the St. Mihiel salient. It was something the Germans were totally unprepared for and proved exceptionally devastating in its effectiveness. He was also successful in neutralizing the German planes of Manfred von Richthofen, the infamous "Red Baron." Mitchell returned to America a much decorated hero and to be named the Assistant Chief of the Air Service. A short time later he was elevated to the rank of brigadier general.

While in Europe, Billy Mitchell had been successful in alienating almost all of those officers who were his superiors with the exception of Douglas McArthur, who would remain his lifelong friend. This was a situation that worsened as Mitchell crusaded to build up the country's air defense system. Even when he demonstrated that bombers could sink naval vessels,

including one that the navy considered unsinkable, he was unable to secure the funding needed to modernize the Air Service. This is what led him to take his message to the public through the press and to Bangor, Maine.

Prior to the Bangor flight, which was essentially a publicity stunt- the leaflets that the Martin bombers dropped in towns like Pittsfield were recruiting pamphlets- Billy Mitchell had sent small groups of planes from Langley Field in Virginia across the country and even to Alaska. What he wanted to show was that using Langley as the country's chief air base, it was possible to provide an air defense system for the entire United States. When this along with his bombing demonstration failed to influence his superiors, he decided to go over their heads and straight to the American people.

In the early summer of 1923, Mitchell sent Lt. Clayton Bissell to Bangor to find a suitable landing site. Bissell found it on the outskirts of the city off of Hammond Street, where there were two nice flat pastures, one owned by F. F. Rich and the other by Charles Morse. Later these same pastures as well as additional acreage would become Dow Air Force Base, which would in turn become the site of Bangor International Airport.

An agreement was made with the two Bangor farmers for use of their fields by the Air Service and a makeshift hangar was constructed. On August 18, two Martin bombers flew in from Langley Field carrying equipment to set up a temporary base. Within hours, the Bangor pasture land had acquired an operational weather station, communications center and a sophisticated emergency medical facility. The stage was set for the arrival of Billy Mitchell's air extravaganza. And Mitchell was prepared to put on a show. The bombers carried, among other things, dummy bombs, smoke screen generators and machine guns. All the planes were equipped with radios so that they could coordinate their movements under Mitchell's guidance as well as time their arrival in Bangor to achieve the greatest impact possible.



Martin MB-2 bomber of the U.S. Army Air Corps at Old Orchard Beach on its way home from the epic Bangor flight. Photo: Harry Jones Collection

The planes left Langley on the morning of August 20, flying in combat formation and flying over the major population centers of the east coast, where they conducted battle

"Mitchell," continued on next page

"Mitchell" continued from Page 4

maneuvers for appreciative crowds below. The planes refueled at Mitchell Field on Long Island and then headed for Maine, where they thundered up the coast to Portland before heading inland towards Pittsfield and finally Bangor, which was packed with fairgoers.

What a show it must have been that hot August afternoon. People from all over Maine had come to see barnstormer Merle Fogg and wing walker George "Daredevil" Sparks. Fogg, who was the first licensed pilot in Maine, had flown up from Florida in the spring and had received wide publicity for his act. He had been joined by George Sparks, a member of the Sparks Family Flying Circus and the pair had been giving exhibitions around the state all summer, drawing bigger and bigger crowds as people learned what a great show they put on. Fogg was circling low over the crowd just as Billy Mitchell's planes flew over the fairgrounds. Bangor had never seen anything like it!

From the Bangor State Fair, Mitchell's planes continued on over the City of Bangor to the landing site that had been prepared for them. The Chamber of Commerce, Mayor Albert Day, and an enthusiastic crowd of area residents were already there to welcome the flyers. In a brief ceremony, Mayor Day welcomed Major John Reynolds, commander of the mission, and his men to Bangor. Then the flight crews, except for those that had guard duty, were whisked away to the city to be feted at the Bangor House, the premier hotel in northern New England at the time. Billy Mitchell would not make his entrance until the next day.

Mitchell flew his own plane from York Beach to the Hammond Street strip the next day. He was accompanied by an aerial photographic plane. With the addition of these planes, there were now twenty-six planes lined up in a quarter mile stretch of Bangor pasture.

Mitchell then addressed a gathering of city and state dignitaries at the hall of the Abenakis chapter of the Improved Order of Redmen. In his address, he called for government funding for an air defense system and stated that Bangor would soon be an important component of that system. (It would not be until World War II that Mitchell's prophecy for Bangor would be realized.) That afternoon, Mitchell took off for Augusta in his plane. After circling the Blaine House, official residence of the governor of Maine, he dropped a canister addressed to Governor Percival C. Baxter. One can but wonder what would have happened to any pilot other than Billy Mitchell who choose to buzz the governor's mansion. Mitchell then returned to Bangor where the city was hosting a dance for his flyers at the chateau at Kenduskeag Plaza. The next day Mitchell returned to York Beach, leaving Major Reynolds in command. He also left orders for the squadron to split up and conduct maneuvers along the southern coast of Maine. Two planes flew to Old Orchard Beach to take part in an air show. Two more flew to York Beach to give Mitchell's summer neighbors a show. And several others flew on to summer colonies further south. Maine would not see the like for years to come nor would Billy Mitchell as two years later he would be court martialed and convicted.

Museum Acquisition

I have received notice of a major museum acquisition piece. Our Jet Engine Section here at the 101st has just received two J-57 Jet Engines from AMARC. They were shipped here at no cost to the unit. Our Jet Engine folks will be cleaning them up and getting them ready for display. They will be doing all the restoration work, painting the trailers (which they are mounted on and come with the engines). The engines have already been purged of all fluids (i.e., oil, hydraulic fluid, etc.)

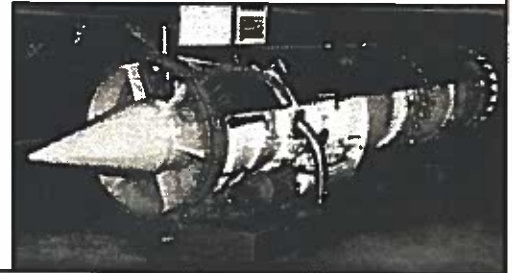
One of these engines had already been promised to the Owls Head Museum. The other engine I have tentatively reserved for the MAHS (Maine Air Museum). All I need is the Museum Board to approve the acquisition, and it is ours. I have been over to see the engines this morning, and they are beautiful. I am biased of course because the J-57 was the first engine I worked on when I joined the U.S. Air Force in 1979.

This engine has seen a lot of history both civilian and military. It was the primary work horse of the airlines and then the military for so many years. These included the Boeing 707, the F-100, F-4, F-101B, KC-135A, and the B-52G. I think this would make a great acquisition for our museum.

MSGT John Garbinski

P.S. We also have an Aircraft Auxiliary Power Unit from the KC-135A/E which the Jet Engine people are willing to give us if we want it.

Naturally, this generous offer was immediately accepted by telephone vote of the Board and we look forward to its prominent display in the museum.



In 1925, Mitchell issued his famous statement in which he accused top ranking army and navy officers of "almost treasonable administration of the national defense" for not building an air defense system for the country. He warned that Japan could easily attack and sink naval vessels protecting the west coast and the future of warfare was to be found in the skies. Mitchell was found guilty of insubordination, though the vote was not unanimous. Douglas McArthur dissented. Mitchell was given a five year suspension from duty but chose to resign.

Billy Mitchell died in 1936. In 1946, Congress posthumously promoted him to the rank of major general and authorized a special congressional medal in his honor. The 1956 movie "The Court Martial of Billy Mitchell," starring Gary Cooper, further insured that Mitchell would always be remembered as a national hero.

Billy Mitchell spent the last years of his life farming in Virginia. He spent several more summers at York Beach. It was not until his last years when a heart condition forced him to curtail his activities that he gave up coming to Maine.

Why We Hike

By Jim Chichetto

This year the Greenville Fly-In dawned bright and clear. The blue sky and sunshine made for a great day of flying and about 4,000 folks showed up to watch seaplanes and land based aircraft fly over and around Moosehead Lake. Some of those 4,000 folks stopped by the MAHS display to talk. Many asked about the Greenville area's most well known aircraft accident, the B-52 which crashed on Elephant Mountain January 24th, 1963.

Aircraft crashes are much like shipwrecks in their ability to lure people to them. Perhaps it is curiosity about how it happened and why, but I suspect it more likely is a basic inner instinct humans have to look at accidents and disasters and know they didn't suffer the fate of those people involved. By being a witness to an accident or a crash, even long after it happens, somehow we are reminded how frail the spark of life is within us all. It makes us more in tune to our lives and we learn to enjoy each day just a little bit more, knowing that others don't have that chance anymore. I enjoy crash sites a lot more when the aircraft crashed but the crew escaped injury, but ours is not a perfect world. Our Maine aviation history has many stories of the untimely deaths of men and women who took off to fly a mission or just traveling by air, but whose best laid plans ended suddenly and tragically in some far away field or forest. Some are found soon after the event, others like Merton Hare had their exact fate hidden for over 18 years before his final resting place came to light in the Northern Maine woods. Some like Nungesser and Coli still remain hidden, a mystery awaiting solution. For whatever reason, people like myself will always be looking for aircraft, shipwrecks and old historical sites. It's a type of direct link to a past which can't be found in books or old papers, it needs to be discovered, seen and touched in the woods and waters of Maine. It is pure Maine history and each accident had a wide effect on many people. Those who searched, those who found, those who lost loved ones and the efforts made to save even one human life from the jaws of death. Each of those stories comes together to create a legacy of an event which shaped local history. In recording these local stories we are keeping faith to those who went before us and to leave informa-

tion for those who come after us. It is one of the reasons the MAHS was founded, and why it has grown to the size and stature it now holds within the state of Maine.

To anyone who has never visited a crash site I strongly urge you to do so. Walk the ground, look at the twisted metal and the scarred earth. Read the notes left by other's who have made the hike. Stare at the memorial, read the names. I hike to mostly military crash sites. I grew up watching B-52s loaded with A and H bombs flying out of Dow AFB. I watched F-89s flying off on missions and watched F-101s scream down the runway loaded with live weapons to fly out and meet and ID aircraft heading for our shores. I am a child of the Cold War, it was a very real war in Maine, and men died in this war. Their ends coming fast and harsh on places like Bald Mountain, Elephant Mountain, and a dozen other places in Central and northern Maine. Man has always erected memorials to those who fall in war, it is the least the living can do for those who died too young while doing their duty. A small group of us within MAHS are now getting ready to hike to a number of crash sites in Northern Maine where we plan to erect markers to remind all that a man was lost at this site, and his hopes, dream and happiness came to an end before they naturally should have. It is just one more way we can reach out and touch our history. We strongly urge everyone to not plunder these sites, but to respect them as they would a war grave, which is what they truly are. We are now working with paper companies and private land owners to get these sites further protection from the damage done by future woods operations. One day we will have a map of most of the know crash sites, with photographs and records to tell the story of what happened. The site in Greenville is a strong draw and many folks make the trip to view the shattered remains of the B-52. Someday we hope all sites will have that same type of status.

In late October MAHS plans on hiking to three sites where we will place markers. I want to invite anyone who has an interest to make this trip. It will change your view of Maine's aviation history in a positive way. The exact date will be listed on our web site. You may also call me for more details at 207-269-3281 or e-mail me at jimF84F@aol.com.

Those Were the Days!

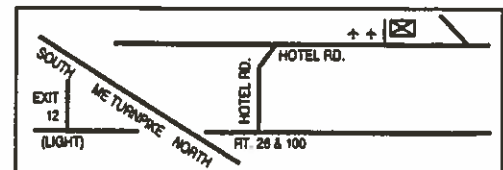
Speaking of Maine stories, one that always stuck with me concerns Phil Gould. At one point in his career he was an agent at BGR. Actually, it was after his main career in the communications department at Northeast Airlines as the number one guy under Frank Barker. We were flying a DC-3 BOS-PQI-BOS and every airport in between. On this particular flight, we were turning around at PQI ready to head back to BGR. The weather was so-so but the main problem was braking action. We sent a teletype to BGR and asked for a braking report. We knew it was terrible but wanted to know just how terrible. Phil sent a teletype back to this effect: "Unable braking report as we can't get to the car to put the chains on."

We got the message just fine, but of course we went anyway. Thanks again. Bob Mudge

MAHS October Meeting

The October meeting will be held at 10 a.m. Saturday, October 9th. It is a great pleasure to be the guests of members Maurice Roundy and Jane Theborge at their home on Hotel Road near the Auburn-Lewiston Airport. This is also the home of Maurice's two Lockheed Starliners, which we will have the opportunity to hear about from him and tour.

This should be an exciting meeting and we urge all members to try to be there. If you need directions, call Leo at (207) 854-9972.



Upcoming MAHS Meetings and Calendar of Events

- October 3 All Day Owls Head Transportation Museum: Foreign Auto Festival and Old Aeroplane Show.
 October 9 10 a.m. MAHS Meeting, Maurice Roundy, Starliner Place, Auburn, Maine.
 October 17 All Day Owls Head Transportation Museum: Ford vs. Chevy Meet and Old Aeroplane Show.
 October 31 All Day Owls Head Transportation Museum: Great Fall Auction and Open House.
 November 13 10 a.m. MAHS Meeting
 December 11 10 a.m. MAHS Meeting

* We will have a booth at these events. Volunteers needed!

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.

Welcome New Members!

310. **Henry L. Marois, Jr. (Museums)**
 530 Brittany Drive South, Apt. 802
 St. Petersburg, FL 33715 727-867-6505
 e-mail: oldcrow@ij.net
 RFD 1, Box 378, Rte. 230, Oak Point
 Ellsworth, ME 04605 207-667-5776
 e-mail: oldcrow@midmaine.com (July-Sept.)
311. **John W. Thornton (Pioneer Aviation)**
 236 Feldspar Lane
 Warren, ME 04864 207-273-4010
312. **Howard C. Holman**
 Rte. 1, Box 3500, Sky Ranch
 Wayne, ME 04284
313. **Joe LaChance (C-123)**
 Box 1428
 Southwest Harbor, ME 04679 207-244-0117

E-Mail Address List

Don't forget to send us your e-mail address if you want it listed in the *Dirigo Flyer*. It's a great way to keep in touch with other members, share information quickly, and stay current on issues and happenings within our Society and the aviation world at large.

Send us your e-mail address today!

MAHS T-Shirts Still Available

MAHS T-Shirts are still available. These handsome white shirts proudly display our logo in green and tan.

Sizes L and XL	\$12.00
Postage	2.00
TOTAL	\$14.00

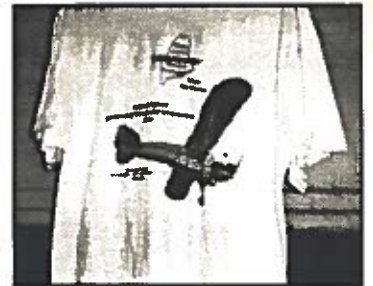
(Maine residents add .72 sales tax)

Please make checks payable to:

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 101 Monroe Ave., Westbrook, ME 04092-4020

New MAHS T-Shirt Available

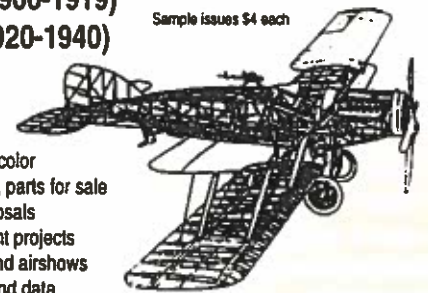
Our new t-shirts are in the works. These t-shirts will have the MAHS logo on the front breast and will feature Roland Maheu and his Cub, the Maine ANG F-101B Voodoo, the Lockheed P2V Neptune of BNAS and, of course, Nungesser and Coli's "White Bird." Now available: Roland Maheu shirt, L and XL only. \$12.00 plus .66 tax (in state) and \$2.00 postage.



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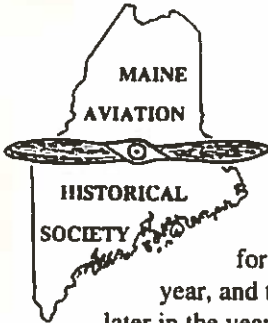
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Regular	\$20 annual	Newsletter, Patch, Museum Admission
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Supporting	\$100 annual	Newsletter, Patch, Museum Admission, 4 Free Passes
Lifetime	\$500*	Newsletter, Patch, Lifetime Membership Number, Museum Admission, 10 Free Passes

* (2 annual \$250 payments)

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

October Meeting
Saturday, October 9, 1999
10 a.m.
Maurice Roundy's Starliner Place
Auburn, Maine