



DIRIGO FLYER

Vol. V11, No. 11 November 1999

Newsletter of the Maine Aviation Historical Society
P.O. Box 2641, Bangor, Maine 04402 • 207-941-6757 • 1-877-280-MAHS (in state)
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The Maine Air Museum Celebrates Media Day

By Jim Chichetto

On October 11th, 1999, the MAHS went public for the first time when we opened the doors of Building 98 to members and invited guests. We felt the time was right for the public at large and the press to get a firsthand look at where we are building the Maine Air Museum and what our plans are for the future. This event was planned, set up and run by a small core group of MAM people with the help and support of both members and non-members. The event came off as planned and the resulting press coverage was excellent on TV, in the *Bangor Daily News* and on radio.

Prior to this event, a few people got together on Sunday the 10th to clean up the building. The city of Bangor had moved most of the outside objects (poles, cages, steel beams, etc.) and run a sweeper around the tarmac. Inside, they had hauled out tons of junk, old papers and wood. At present they have some stuff in storage in part of the middle bay until they can move it. For the most part the building is clean, and we have replaced the locks. Al Cormier has done most of the work at the site, getting the water turned on, flush working, helping the power guys get us hooked up and so forth. He has also worked inside converting outlets and moving lights around to give us better lighting in the main display areas.

Monday brought clearing weather and wind; some of the promised aircraft did not fly in due to the wind. The first aircraft to arrive was the MeANG KC-135. John Garbinski was the person who made the arrangements on our behalf with the MeANG and with the airport. BIA closed part of the taxiway for us so the KC-135 could be parked close to our building as a display for the event. This was a good start for us and shows the high level of support that we are enjoying with BIA and the MeANG. Next came member Bill Wade in his RCAF Chipmunk trainer. This sleek two-seat trainer is painted

up in Canadian colors and looks great. Just before noon, member Herman Bayerdorffer arrived in his beautifully restored SNJ-6. A little later member Charlie Stickney arrived in his T-28B. The Channel 7 news crew used his arrival as part of their report.

Inside, our guests and members were treated to displays of Dow AAFB, Dow AFB and USAF equipment and gear. Pictures, models and parts were on display as well as display boards on the "White Bird" and other hikes MAHS has done. Bill and Cathy Cook arrived in full WWII uniform and set up a display of uniforms and gear which airmen and ground people used in WWII, Korea and later years.



Airport Director Bob Ziegelaar wishes us a speedy take-off and a long flight. (Don Saunders Photo)



Maine Air Museum with our temporary sign and logo by Al Cormier. (Leo Boyle Photo)

She talked about what the museum would mean to the area and Maine, and wanted us to know that Sen. Snowe supports us and will help us achieve our goals. Judy Cutty spoke on behalf of Sen. Collins. She too offered help in reaching our goals and is looking forward to working with us. The representative from

"Media Day" continued on page 4

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President
Scott Grant (#70)
Box 17632, Portland, ME 04112
207-775-3404
e-mail: sgrant7777@aol.com

Vice President
Peter Hurd (#176)
P.O. Box 1005
Houlton, ME 04730-1005
207-532-2823
e-mail: n1ss@ainop.com

Secretary
Leo Boyle (#2)
101 Monroe Avenue
Westbrook, ME 04092-4020
207-854-9972
e-mail: pshaw@maine.rr.com

Treasurer
Charles B. Brantner
1051 North Main Street
Winterport, ME 04496-3417
207-223-5335
e-mail: cbbjvb@javanet.com

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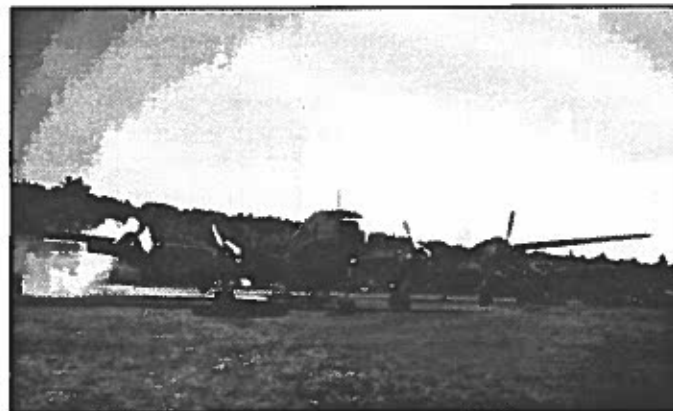
Monthly meetings
are held at 9 a.m.
on the second Saturday
of each month
at various locations.
See schedule for details.

Auburn-Lewiston Meeting October 9, 1999

You mean you missed the October meeting? You missed an exciting day, let me tell you. Member Dan Bilodeau was taxiing his Luscombe 8A over to host Maurice Roundy's place for the meeting when he decided to emulate his grandfather. The next thing we saw looking out of Maurice's control tower-like windows was Dan crawling out of his upside down plane beside the runway. A strong gust of wind had lifted him up and deposited him on his back, much as his grandfather had done in the same plane 50 years ago.

Four of us dashed out in the van to the rescue, and with help from airport personnel, we pulled the plane over and upright and it was towed back to the airport. Dan was embarrassed but unhurt and we all proceeded back to the meeting. Maurice showed us plans for a building he envisions to be built on his property as a transport-type museum with his Super Constellation as the centerpiece. He would like to work with the MAHS on this in the future as a possible satellite museum to our Maine Air Museum.

As if this wasn't enough excitement for the day, Maurice recruited helpers from the members, opened up one of the Lockheeds and prepared to start the engines. With the able assistance of former TWA flight engineer, member Jack Denison, he brought all four Wright



Maurice Roundy gets all four engines turning on his Super Constellation.
(Lloyd Gates Photo)

turbo-compound radials to life. The sound of these four engines filled the ears of all present with their magical sound. No one was more thrilled and excited than the gentleman who had flown in from England just to see his favorite airliners.

If you missed this meeting, you missed an exciting day!

Maine Aviation Historical Society Statement of Cash Receipts and Expenditures for September 1999

GENERAL FUND

Checking account balance beginning of month	\$4,970
Cash received	
Dues	200
Donations (Greenville Fly-In) ..	1,000
Product sales	44
Total receipts	1,244
Cash expended	
Reproduction services	838
Postage	291
Telephone	334
Utilities	32
Building Costs	926
Transferred to restricted fund	1,000
Total expended	3,421
Checking account balance end of month	\$2,793

RESTRICTED FUND

Money Market account balance August 31, 1999	\$7,122
Transferred from checking	1,000
Interest	26
Money Market account balance September 30, 1999	\$8,126
Total cost of building to date	\$2,011

In August \$5,000 was transferred to the checking account from the donations made which were to be used for fundraising. This amount represents an interfund loan which should be repaid. I propose that the \$1,000 unrestricted gift from Greenville be designated by the Board of Directors as a repayment of this loan and that the first \$4,000 of membership dues to be received also be dedicated to repayment of this loan.

Charles B. Brantner, Treasurer

Cross-Country Training Flights to Maine

By Ed Maliar

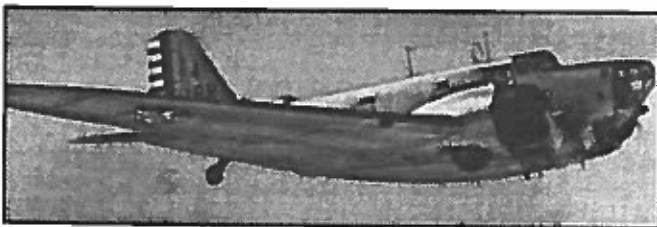
The third year of my three year hitch in the U.S. Army Air Corps (1937-1940) was spent at Mitchell Field on Long Island, New York, in the 99th Bombardment Squadron, 9th Bomb Group. Our equipment was the Douglas B-18A Bomber which was developed from the Douglas DC-2 and DC-3 designs.

There was heavy emphasis on repetitive training flights such as navigation (cross-country), high and low level bombing runs and defensive tactics such as qualifying as aerial gunners against low target sleeves. In addition, they trained with gun cameras while under attack from Seversky P-35 and Curtiss P-36 pursuit aircraft which flew east from Selfridge Field in Michigan.

Our Squadron Commander, Major Sam Connell, was gung-ho regarding cross-country training, and when Capt. Gerry Williams of Presque Isle, Maine proposed flying from Mitchell Field to Portland, Maine from time to time to pick up lobsters, there was never a problem. My airplane was scheduled twice during 1940 for the lobster run.

The 9th Bomb Group was ordered to Rio Hatto, Panama at the end of 1940. Capt. Williams had some pieces of furniture he didn't want shipped to Panama and asked Major Connell if he could load up a B-18A and fly the stuff to his parents' place in Presque Isle. Old Major Sam said, "Yes, if I can go, too." Naturally, Capt. Williams chose my airplane as we Mainers tend to be somewhat clannish and stick together.

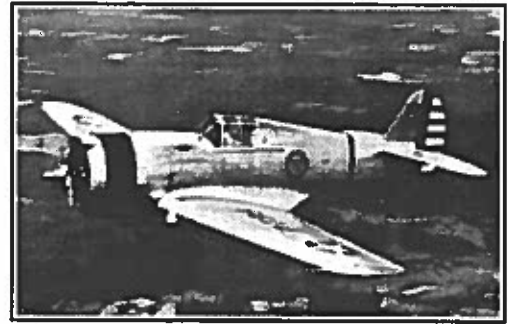
My three years were ended in November of 1940. The 9th Bomb Group left for Panama before the end of the year. In 1954, I ran into a former member of the 99th Bombardment Squadron who gave me a rundown on who survived and who did not survive World War II. He mentioned that Capt. Williams (then a colonel) had died in an aircraft accident on a flight from Buenos Aires to Panama. I always assumed he had stayed in the Central and South American area between 1940 and 1947.



Douglas B-18A of the type Ed Maliar writes about. (USAF Photo, 19992AC)



Seversky P-35 fighter that Douglas B-18A gunners trained against before World War II. (Peter Bowers Photo)



Curtiss P-36A of the type that Douglas B-18A gunners practiced against before 1940. (USAF Photo 19555AC)

When I started to think about writing a story for the *Dirigo Flyer*, I wanted some background on Capt. Williams so I called the *Presque Isle Star-Herald* to see if they had anything on file. I was referred to the nice people of the Mark and Emily Turner Memorial Library of Presque Isle. They furnished me with copies of three articles which appeared in the *Star Herald*.

This biography of Col. Williams is from the *Presque Isle Star-Herald* of February 24, 1949:

Local Pilot and Wife Killed in Transport Crash

Col. Gerald Evans Williams, 41, son of Mr. and Mrs. Myron Williams of this city, and his wife, Marjorie V. Williams, were among eight occupants of a U.S. Army C-47 killed last Thursday when the transport, piloted by Col. Williams, crashed in mountainous terrain enroute from Buenos Aires to Panama. The Presque Isle flier was assistant air attaché at the U.S. embassy in Buenos Aires.

Gerald E. Williams was graduated from Presque Isle High School and, after attending Hebron Academy for a year, received an appointment to the United States Military Academy at West Point, from which he was graduated in 1931. He was assigned to the Air Corps, attending Army Flying School in Texas.

Col. Williams had a brilliant war record as commander of the 391st "Black Death" B-26 Marauder group of the 9th Air Force, operating first from England and later from a base in France. Flying more than 75 missions himself, Col. Williams was awarded the Distinguished Flying Cross and two bronze Oak Leaf Clusters, the Bronze Star and Silver Star medals and the British Distinguished Flying Cross for courageous and brilliant leadership of his squadron. The 391st Squadron, frequently commended by the commanding general of the 9th Air Force, accomplished some of its greatest exploits during late December, 1944, including a Christmas Day raid on Blitburg, vital German communication center.

'Media Day' continued from Page 1

MeANG was Col. Doug Damon. He spoke about the long history of Dow Field and the history the MeANG shares with Bangor and the state of Maine. He also spoke about the many good things the museum will do for the local area and for the state, adding that the Air Guard is very interested in what we are doing and wants to help us reach our goals. The last speaker was Bangor mayor Joe Baldacci. He spoke about the great history Bangor has in aviation and how happy he and fellow council members were to work with Bob Ziegelaar to make this lease come about and get the Maine Air Museum located at BIA.

As the various speakers were talking, they would take time to acknowledge people in the room who had ties to Bangor's flying heritage. Bob Ziegelaar greeted Peter D'Errico, the former head of BIA and a former MeANG member. He also had good words for Jeff Russell, the current marketing and sales manager of BIA. Ron Ellis and other members of the FAA were also greeted by the speakers. The Godfrey family was introduced and Channel 2 had a nice interview with members about Godfrey Field and how it became Dow AFB. It was good to see so many aviation minded people in one place for this event. It gives us a boost as we move forward, knowing we have this type of support locally and statewide.

After the speeches, it was time to mingle and eat. The food

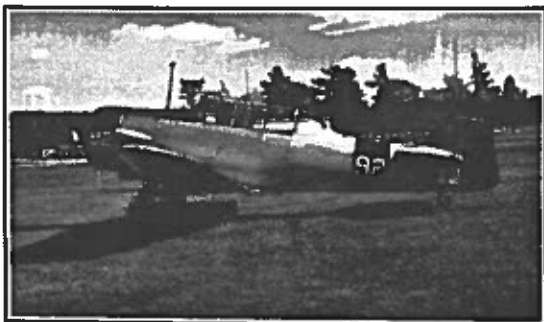
was good and people commented on it. We did a lot with very little expense, but no one went away hungry and everyone had a good time. By 1:30 most of the guests had departed and members packed up and headed home. It was a very good showing by MAHS and we did it right. Thanks to all who helped us get this first effort done.

As I had mentioned, a small group did most of the work and I would like to thank each one for his efforts. First, Al Cormier, for his work on all aspects of the building, answering the phone and forwarding messages, etc. Al picked up most of the equipment and supplies we needed for this event. Carl Sederquist is next. Carl took it as a personal task to clean the head and spent hours on his hands and knees doing the room and equipment. He paid for the supplies out of pocket and also picked up and donated the veggies on my order list. Thanks, Carl, the latrine never looked so good. Guess that Navy training really paid off!

John Garbinski took care of the MeANG and also spoke to the Maine Army Guard on our behalf. John also set up and worked the event security with Vic Kraft and my son James. Between them they made sure the aircraft were parked correctly, the flight line was patrolled and the autos were parked in the proper places and people directed as needed. A great job, but one that didn't let them enjoy the event like the rest of us did.



Member Bill Wade's DeHavilland Canada Chipmunk and the Maine Air National Guard's Boeing KC-135 refueling tanker. (Leo Boyle Photo)



Member Herman Bayerdorffer's North American SNJ-6 Trainer. (Don Saunders Photo)



Founding member Leo Boyle speaks at the Open House. (Don Saunders Photo)

Members Bill and Kathy Cook in their WWII Air Force uniforms. (Don Saunders Photo)

A DAY TO REMEMBER —

"Media Day," continued from Page 4

Working an event is not the same as being there, and they donated their time and did a great job for us all. Thanks.

John Miller and Jim McCurdy arrived Sunday afternoon with a large lift gate truck. We used that to unload displays and then used it to remove the bulk of the stuff we had piled up by the back ramp from our clean up. There was a lot of grunting and pushing, but we got the job done and the museum now has a great F-101B display board. Later, after Jim had left and Al headed home, John and I did the final sweep and set up the displays and food tables. John brought a good sized collection for us to use for the 11th, and it was well received by our guests the next day. Bill Townsend, besides doing everything else, made a wonderful sign for us to use by the door. It came out looking good and I wanted to thank him for his efforts, and the wonderful cookies he baked for the event. I only got one, but it was good.

Speaking of the food, Al picked up the rolls and chips, Scott Grant brought the drinks, Carl donated the veggies and I donated the deviled ham and egg salad. I'm glad everyone liked the sandwiches. We made over 80 and none were left. I gathered all the food at my house, after working, cleaning up and setting up the building on Sunday. About 8:00 that night, Rob Rohr arrived straight from his job in Lewiston and he sliced and diced

the veggies into a platter and then whipped together all the rest of the food. For those who didn't know, Rob works at events doing just this sort of thing and was glad to apply his talents for MAHS.

I would like to thank Leo Boyle for his help and support of this event. The e-mails, calls and letters he wrote for it were many and the tasks never ending. I would also like to thank the members who came to the event, those who flew and those like Don Saunders who took photos for MAHS. Thanks to Bill Townsend for updating the web page with the event as soon as it was done. I would like to thank Bill, Herman and Charlie and the MeANG for their aircraft, and Bob Ziegelaar and the staff at BIA. Thanks to all for a job well done and a great starting point for the Maine Air Museum.

The Maine Air Museum would like to thank Quest Telecom International for the donation of a fire bottle to the museum for use during start-ups of aircraft. We would like to thank John Miller, Steve Alex and the Maine Air National Guard for the gift of the F-101B Training Board. Finally, the museum would like to thank Jim McCurdy and Maine Commercial Tire for the transportation of the F-101B boards from Miller's Field to Building 98. I would also like to thank Jim McCurdy for getting a dumpster brought to Building 98 from Sawyers for clean up.

— A PROUD MOMENT FOR MAHS



Part of our display featuring Dow AFB, primarily set up by member John Miller. (Leo Boyle Photo)



Mayor Joe Baldacci welcomes us to Bangor. (l to r) Leo Boyle, Museum Board Chairman Jim Chichetto, (unk.), Bob Ziegelaar. (Don Saunders Photo)



Col. Doug Damon of the Maine Air National Guard speaking at Media Day. (Don Saunders Photo)



Member Charles Stickney's North American T-28B Trainer. (Don Saunders Photo)

Meet Andy Stinson, 1999 Gaddabout Gaddis Trophy Winner

The Maine Aviation Historical Society takes great pride that another of our members, Andy Stinson, has been chosen as the 1999 recipient of the prestigious Gaddabout Gaddis Trophy. This trophy is awarded on the last Sunday of September at the Fly-In in Bingham to the person who has made great contributions to Maine aviation over the years. Andy gives a few highlights of his career in the biographical sketch following:

Upon graduation from high school in 1940, I went to Quoddy Village, Eastport, Maine, which was a National Youth Administration School. This school taught many different subjects, including a course in aviation. I went through their classes on airplane construction and repair and upon graduation went to St. Louis, Missouri, to work on an experimental troop glider.

After spending some time in St. Louis, I received a call from the same Quoddy Village school and was offered the chance to return and accept a position as an instructor teaching Aircraft Construction and Repair.

The school closed in 1943, and I went to a Civil Air Patrol base in Portland, Maine. Because of the war conditions at the time, only Civil Air Patrol planes were flying near the coast. They flew out over the water, sometimes 100 miles out, in search of German submarines. Later that year I went to Claremont, New Hampshire to work with a War Training Service Unit where I taught Navy cadets.

In 1944 I went to Jacksonville for 12 weeks of military boot camp and then on to Daytona Beach for assignment with the Marine Pilots Training Base there. I was checked out on Grumman Wildcats to do the line checks and run-ups in preparation for flights by the pilots. I then returned to Maine for an assignment at Brunswick Naval Air Station to rebuild Corsairs and ended up operating the Propeller Shop until the end of the war. At this time I learned to fly at a small airport outside of Brunswick and, after receiving my commercial license, I purchased a new J-3 Cub which I operated out of the lake at Camden, flying to the offshore islands.

Four years later I relocated to Greenville and accepted a position with Folsom's Flying Service as a pilot carrying sportsmen to remote areas for hunting and fishing expeditions.



Member Andy Stinson of Enfield, this year's Gaddabout Gaddis Trophy winner. (Leo Boyle Photo)

Part of my service for Folsom's also included a good deal of flying for the Maine Forestry Department. At the time the Great Northern Paper Company was driving thousands of cords of pulpwood down the Penobscot River and I flew a weekly flight to watch the progress of the wood as it flowed to the mill at Millinocket.

Working for Folsom's provided me with many flight hours spent landing on every pond, lake and stream that was large enough to accommodate a plane. We flew many trips carrying canoes across the carries between lakes, locating lightning strikes that resulted from storms and later guiding fire fighting crews through the woods so that they could attack the fires.

Looking back to those years the only bad luck I encountered was when a plane I was using went through the ice at Allagash Lake. The incident was a surprise that turned out well and resulted, after a little work, with me flying the plane out later.

My eight years with Folsom's seemed a short time when, in 1956, I was asked to fill a position as a Warden Pilot for the Inland Fisheries and Wildlife Service for the state of Maine. Flying for the Warden Service

was a rewarding career in which I located many lost persons, stocked many lakes and ponds with fish, and conducted many wildlife surveys including a yearly inventory of waterfowl each January along the coast. While it is impossible to count waterfowl from the air with precision, we were able to track trends in the populations with confidence.

In 1977 I retired from my service with the state as the Chief Warden Pilot and flew to Alaska with a Cessna 206 equipped with floats to fly for a fishing lodge there. On a daily basis I flew sportsmen to favored fishing holes and then back to the lodge after they had enjoyed their day. Alaska is a very interesting state that I hope to return to someday.

I now work part time in the hangar shop for Central Maine Flying Service in Old Town repairing planes of every type for the customers that rely on us for service.

In my many years as a pilot I have amassed over 17,000 hours in the air in planes equipped with floats, wheels, and winter-time skis, as well as a few hours piloting helicopters. It has been a rewarding career to say the least and one that has brought me many memorable experiences.

☑ MAHS Elections Upcoming ☑

Nominations are now being accepted for candidates for the offices of President, Vice President, Secretary and Treasurer for the year 2000. Please have your nominations in for these offices by November 15th. The election ballot will be in the December 1999 *Dirigo Flyer* and must be returned by December 31, 1999. The new officers, who are also members of the Board of Directors, will be sworn in and take office at the January 2000 meeting of the Maine Aviation Historical Society.

The same rules apply to nominations for the Board. We currently have nine directors in addition to the officers. Three directors' terms expire at the end of 1999: Jules Arel, John Miller and Jim McCurdy. We need nominations for these positions (directors can be renominated) plus two vacancies on the Board which can be filled or left vacant.

We need the best possible people to fill these positions for the exciting year ahead. Send us your suggestions today!

Upcoming MAHS Meetings and Calendar of Events

October 31 All Day Owls Head Transportation Museum: Great Fall Auction and Open House.

November 13 10 a.m. MAHS Meeting, Maine Air Museum Building, Bangor, Maine.

December 11 10 a.m. MAHS Meeting

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!

- | | |
|--|---|
| <p>314. Frank F. Stefaneck
27120 S.E. Highway 212
Boring, OR 97009-7245</p> | <p>318. Jerry Cormier (WWII Jeeps)
6 Lina Avenue
Saco, ME 04072
207-284-9493</p> |
| <p>315. Jeff Russell, Mgr. Marketing and Sales
Bangor International Airport
287 Godfrey Blvd.
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| <p>316. Robert T. Folsom, Sr.
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| <p>317F. Ronald and Janet Moll
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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!

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.

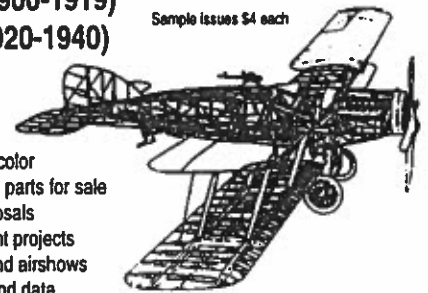


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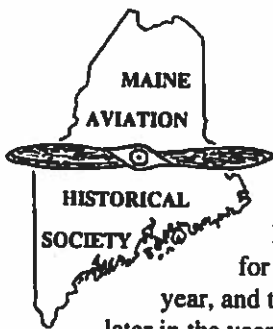
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1999

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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)		

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

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

November Meeting
Saturday, November 13, 1999
10 a.m.
Maine Air Museum Building
BIA, Bangor, Maine