

DIRIGO FLYER

Vol. VII, No. 2 February 1999

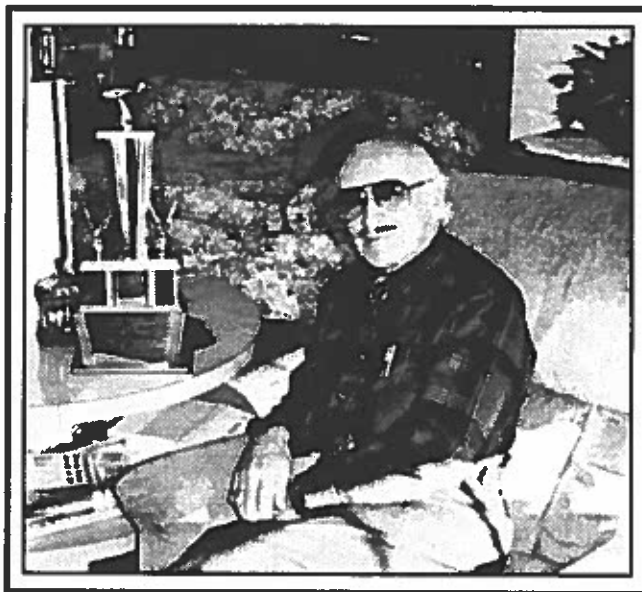
Newsletter of the Maine Aviation Historical Society • P.O. Box 2641, Bangor, Maine 04402 • 207-854-9972
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A Sad Farewell to Roland Maheu, 1914-1999

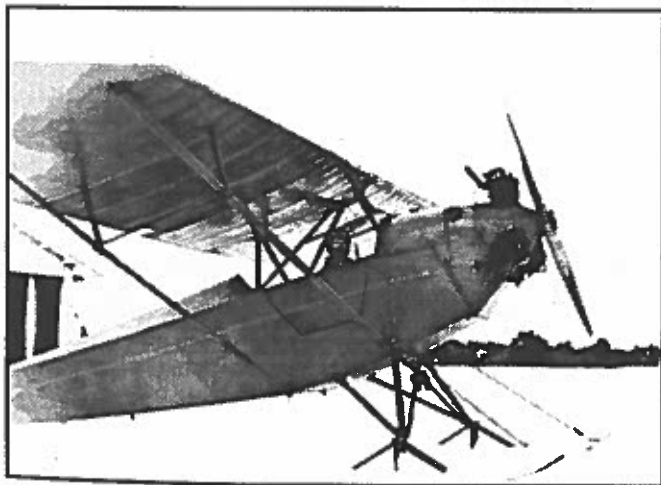
We have just learned the sad news that member Roland Maheu passed away on January 16, 1999.

Roland was a colorful aviator who was one of the most successful promoters of aviation in Maine from the 1930s into the 1990s. His enthusiasm and exciting tales of flying will be sorely missed.

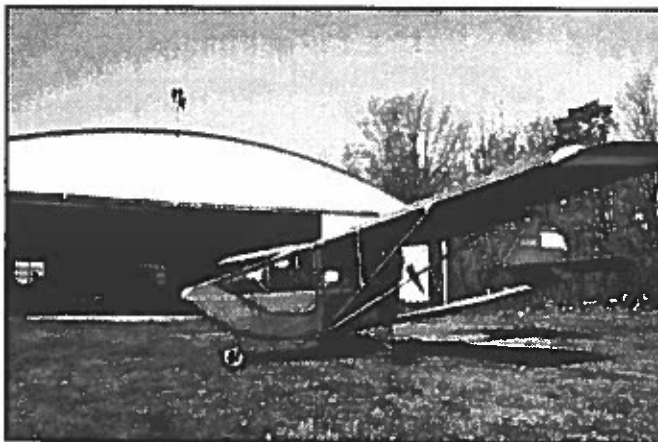
A more complete story of his aviation life will appear in a future issue of the *Dirigo Flyer*.



Roland Maheu in his home in Minot with the New England Aerobatic trophy he won in Augusta in 1940. (Leo Boyle Photo)



Roland Maheu and his first airplane, an American Eaglet on skis. (Roland Maheu Photo)



Roland Maheu and his last airplane, a Hawk Ultralight in front of his Minot, Maine hangar. (Leo Boyle Photo)

Please turn to page 3 for more photos of Roland Maheu.

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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.

The Spotted Cow

By Member Linwood Lawrence

(Reprinted from the *Northern Maine Journal*, No. 21)

Pilots living in rural areas often are requested to fly for bizarre reasons. This certainly was the case in northern Maine, especially following World War II. Air power had been the deciding factor in our victories in Germany and Japan, so the general public was very air-minded, particularly in times of trouble.

I flew many searches for downed pilots, lost hunters and children, and even smugglers along the Canadian border. Most searches were boring, tedious and unsuccessful. One particularly frustrating search followed an 11 p.m. phone call from the wife of a deer hunter who had not returned on time. She was terrified, because accidental shootings were common.

Taking off at midnight into a snowy November night, I searched the supposed hunting area for three hours hoping to spot a fire, which lost hunters are expected to build. Returning without success to face the anxious family is always emotionally difficult, and this occasion was no exception. Imagine my disgust when I learned the lost hunter, who returned home the next morning, had found a cabin and slept peacefully all night while I flew around in lousy weather looking for him.

I almost said "No" to one request, but the stress in the voice of the owner of a lost cow caused me to say "Yes." He lived at a remote lumber camp and needed the cow to provide milk for a baby whose mother was unable to nurse.

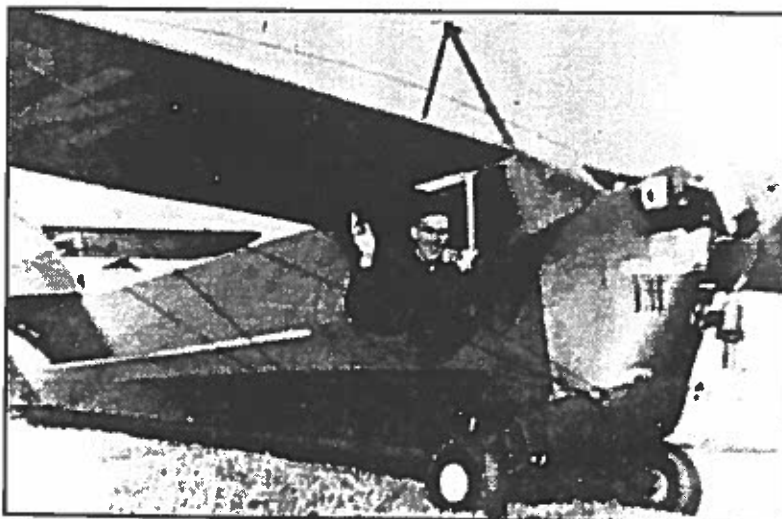
"Give me the location of your cabin and we'll start the search there," I said. One of my pilot friends, Carl Young, offered to be an observer for this search.

Feeling frustrated even before we began, believing this would be like looking for a needle in a haystack, I neglected even to think about what we might do if we found the cow! In the early 1950s we didn't have hand held radios to coordinate a rescue with a ground party.

So we were on our way feeling discouraged because it was impossible to see the ground through the dense summertime foliage. As we flew over the cluster of buildings at the lumber camp, we saw the owner, along with some helpers, waiting for us. We began our search by flying an easterly heading and settled back for another boring three-hour flight. We flew slowly and at a low altitude, wondering who would fly looking for us if the engine quit.

Upon approaching the first turn for a westerly heading, I pulled up and banked steeply. Without raising his voice, Carl said, "There's the cow." Elated, but perplexed, I then realized my failure to arrange how to direct the owner to the cow. We decided to buzz the camp, then fly directly to the little grass knoll where the cow grazed contentedly.

After a couple of low passes, it was a pleasant surprise to see the cow owner and his helpers walk in the direction we were flying. We watched with pleasure as the cow was surrounded and led back to the camp. Exhilarated by the unexpected success of this search, we climbed for altitude and headed home, relieved to think that a baby's supply of milk would be available again. Such are the triumphs of private aviation.

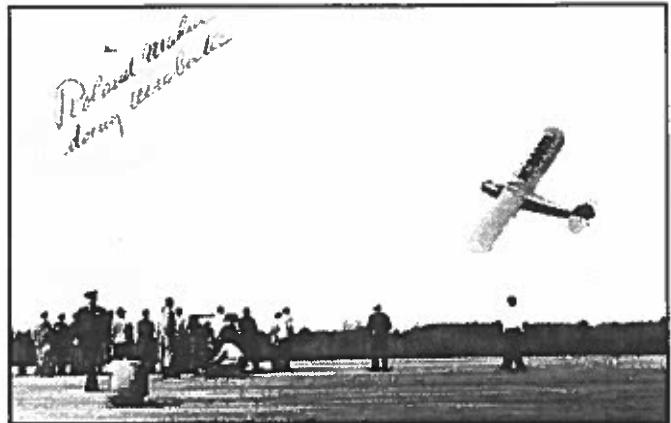


Linwood Lawrence
 in 1939 in an
 Aeronca C-3.

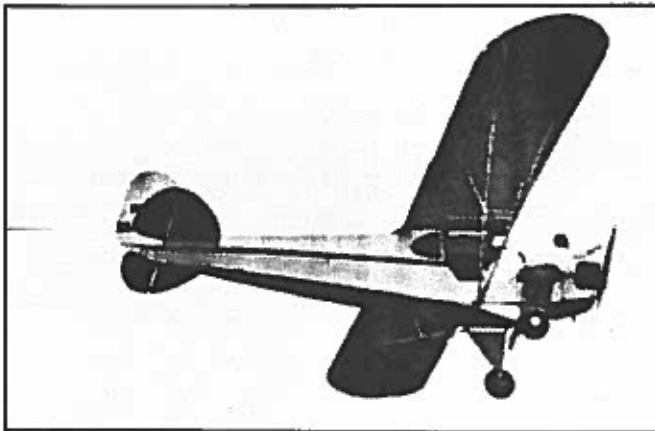
A Pictorial Tribute to Roland Maheu



Harold Brown, noted parachutist, and Roland Maheu in front of Roland's Ryan B-5 Brougham NC-4094 in which he gave passenger rides for \$1.00. (Photo: Courtesy of Roland Maheu)



Roland Maheu doing low-level aerobatics c. 1940. (Roland Maheu Photo)



Roland Maheu performing his 'Spin the Prop' routine, 1946. (Roland Maheu Photo)



Roland Maheu lands his Piper J-3 Cub on a car in 1939. He would land on it, stay for the length of the runway, and then take off again. (Roland Maheu Photo)



Roland Maheu, popular Maine pilot, and his Stinson SM 8-A, NC 409Y airplane at the 1940 Bangor, Maine air show. Left to right: Jimmy Goodwin, Bat Wing Jumper; Wilfred MacNeil, Bangor American Legion Post; and Tommy Boyd, Bat Wing Jumper. (Norm Houle Photo)

Snowed Out!

January seems to be our jinx month as far as meetings are concerned. Meetings for January 9th and 16th had to be postponed, and finally canceled because of weekend storms. The February meeting will be held (weather permitting) on Saturday, February 13th at 10 a.m. at John Miller's Antique Airfield on North Road in Newburgh. (Directions: Exit 43 off I-95. From the south, turn right, take second right. From the north, turn left, take second right. North Road is one-half mile ahead.) A Board of Directors meeting will be held at 9 a.m. prior to the general meeting. Norm Houle will entertain us at 10 a.m. with his great slide show, so be sure not to miss it.

News from the Board

A Board of Directors meeting was held at John Miller's antique airfield on January 5th. Another Board meeting will be held before the February meeting and a report will be given to the membership after Mr. Houle's slide show. Among the items discussed were the building at BIA, the proposed lease from the airport, agendas for Board meetings, the composition and restructuring of committees, acquisitions and, especially, goals.

Good Press Continues

The *Lewiston Sun-Journal* reprinted the story of member Dick Theriault's flight across the country (November 1998 *Dirigo Flyer*) in their December 15th 1998 issue. The *Atlantic Flyer* is reprinting Charles Francis' story (January 1999 *Dirigo Flyer*) on the Helldivers at Houlton in their next issue. A reporter from the *Presque Isle Star Herald* has contacted us about a possible future article on wrecks in Aroostook County. We have also sent information on the F-89J at Waterville from a web site contact.

Mystery Plane Remains a Mystery



This photo was taken at the new Portland Airport in Scarborough on September 30, 1928. It may be a 1926 Aerial Mercury.

Please let us know if you can identify it, and we will publish it in the next *Dirigo Flyer*.

Not the Mystery Plane



(Photo via Rodney Laughton)

Photo via Lloyd Gates

Members Respond

We get letters, too. Member Lloyd Gates wrote to us regarding the Helldiver article and I quote: "In 1939, my cousin Bud Pease and I drove to Nova Scotia to visit relatives. They had previously sold most of their farm to the government. I believe the Helldivers landed at HMS Shearwater which was built, in part, on Cousin Earl Hatt's farm. We arrived on September 3, 1939 and I remember well an RCAF officer on the phone commenting, 'I guess that we are in it now!' " Lloyd also sent us a print of an Aerial Mercury, designed and built by the Aerial Service Corp. of Hammondsport, NY. We had mentioned that our mystery photo might be that plane, but obviously it's not. Member Neal Strange did some research and at first thought the mystery plane might be a Waco 9. Looking further into it, certain points did not match up. Take a good look at the mystery airplane again and note the lower wings, which are almost Nieuport type with the raked wing tips. We still don't have a solution, so keep trying. And member Dan Bilodeau sent us two photos of his beautiful Luscombe 8A at Roland Maheu's airfield in Minot and of his grandfather's flight instructor.

Searches to Resume in Spring

Research is continuing on the Corsairs in Sebago and the "White Bird" disappearance. All we need now is "ice-out" on Sebago and "snow-gone" in the eastern Maine woods to start our physical searches again. We continue to need new members here in Maine (we have four new members this month, three from out of state), so let's get some more Maine members. The more the merrier, and less work on all of us as we get new volunteers.

"A Gathering of Eagles" at Owls Head

To spice up the winter doldrums, three Maine EAA chapters and the Katahdin wing of the 99's are sponsoring "A Gathering of Eagles" at the Owls Head Transportation Museum at 10 a.m. on Saturday, February 20th (weather permitting). This is an attempt to get together and work together with all Maine aviation-related organizations. Each group will tell what it does, when it meets and something about itself. Food will be available, you can tour the museum and admission is free. Here's your chance to meet other aviation enthusiasts, broaden your horizons, see what Owls Head is doing and make new friends. It looks like a fun day, and we encourage everyone who can to attend.



Member Dan Bilodeau and Marcel Toutain, Dan's grandfather's original flight instructor. (Dan Bilodeau Photo)

Upcoming MAHS Meetings and Calendar of Events

- February 13 10 a.m. MAHS Meeting, John Miller's Antique Airfield, Newburgh.
 February 20 10 a.m. Owls Head Transportation Museum: A Gathering of Eagles.
 March 13 10 a.m. MAHS Meeting.
 April 10 10 a.m. MAHS Meeting.
 May 8 10 a.m. MAHS Meeting.
 May 29-30 All Day Owls Head Transportation Museum: Super Flea Market, Old Aeroplane Show.
 June 12 10 a.m. MAHS Meeting.
 June 13 All Day Owls Head Transportation Museum: Custom and Hot Rod Show, Old Aeroplane Show.
 June 26-27 All Day Owls Head Transportation Museum: WWII Era Aircraft, Auto Show.*
 July 3-4 All Day Great Lewiston-Auburn Air Show, Lewiston-Auburn Airport.*
 July 10 10 a.m. MAHS Meeting.
 July 11 All Day Owls Head Transportation Museum: '50s and '60s Auto Show, Old Aeroplane Show.
 July 24-25 All Day Great State o' Maine Air Show, Blue Angels, BNAS, Brunswick, Maine.*
 July 24-25 All Day Owls Head Transportation Museum: Truck, Tractor and Old Aeroplane Show.
 August 7-8 All Day Owls Head Transportation Museum: Transportation Spectacular and Aerobatic Show.*
 August 14 10 a.m. MAHS Meeting.
 August 21 All Day Owls Head Transportation Museum: New England Automobile Auction.
 September 5 All Day Owls Head Transportation Museum: Motorcycle and Old Aeroplane Show.
 September 11 10 a.m. MAHS Meeting.
 September 19 All Day Owls Head Transportation Museum: Convertibles and Old Aeroplane Show.
 October 3 All Day Owls Head Transportation Museum: Foreign Auto Festival and Old Aeroplane Show.
 October 9-10 All Day Northeast Aero Historicans Meeting, Owls Head and Samoset Resort.
 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!

Welcome New Members!

276. **Charles H. Andrews** (*ME Aviation, A/C Restoration*)
 5391 Shady Lane
 Columbiaville, MI 48421 810-783-7920



New member Charles H. Andrews in 1928 on the wing of a Standard J-1. He did barnstorming and wing-walking in Maine in the '20s and '30s. (Photo via Hollie Andrews)

277. **Teresa Falsani**
 (*Museum*)
 317 No. 23rd Ave. E
 Duluth, MN 55812
 218-721-5152

278. **David A. Smith**
 ("*White Bird,*"
Corsair Searches)
 5632 State Rte. 213
 Toronto, OH 43964
 740-282-1125

279. **Rodney Laughton**
 (*Scarborough History*)
 13 Houghton Street
 Scarborough 04074
 207-883-4822

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 Al Cormier Acorm6H@aol.com
 Lloyd Gates lsg@ime.net
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 Bill Robertson robertsn@ctel.net
 Frank Trask ftrask@ctel.com
 Barry Valentine valaero@aol.com
 Larry Webster Ldw21147@aol.com

Please send us your e-mail address if you want it listed. Thanks.

Planned for Donation . . . to MAHS!



Member Dan Bilodeau's 1946 Luscombe 8A at Roland Maheu's airfield in Minot, Maine, planned for donation to the MAHS! (Dan Bilodeau Photo)

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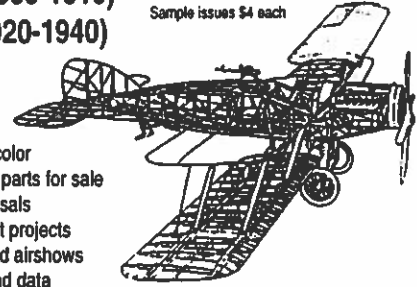
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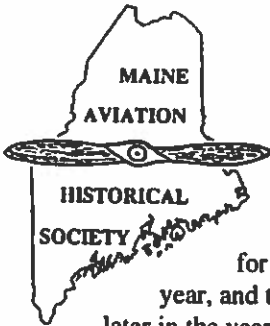
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Dues will be for the calendar year, and those joining later in the year will receive all newsletters retroactive to January of that year. All renewal of dues shall be due on January 1st.

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

February Meeting
Saturday, February 13, 1999
10 a.m.
John Miller's Antique Airfield
North Road
Newburgh, Maine