

DIRIGO FLYER

Vol. VII, No. 4 April 1999

Newsletter of the Maine Aviation Historical Society • P.O. Box 2641, Bangor, Maine 04402 • 207-854-9972
We're on the Internet! Visit our new web site at acadia.net/mahs/

1911 Glider Given to Maine State Museum

By Craig Day, Museum Intern

The Maine State Museum recently received a gift of a glider, made probably in 1911, by a young man from Auburn.

Harold Cooper, a graduate from Edward Little High School, created a glider that would successfully soar some 30 feet in the air with an 11-year-old boy, Philip Tarr, from Auburn, as the glider's pilot. Like many young people in the early 1900s, the dream of flying was enhanced by the Wright brothers success of creating the first man-powered flight in 1903.

Harold Cooper was born in Auburn, August 2, 1893. His father Arthur was a shoe manufacturer and part owner of the Wise and Cooper Co. After young Harold graduated from Edward Little in 1911, he enrolled at the University of Maine's School of Mechanical Engineering. Before he went to school that fall, he would use his mechanical interest and build the glider. Though Cooper was too large for the glider to get off the ground he was able to get young Philip Tarr, who was light enough for the glider to support.

Harold first started with model aeroplanes, one of which was on display at the Wells Sporting Goods Store in Auburn, owned by B.F. Wells, Jr. His model plane was a smaller version of the Bleriot monoplane, about three feet wide. This would also have a successful flight after being launched from a roof top. Harold then moved on to create a plane that could hold a person in flight. The result would be a 20 foot glider made of pine stock, music wire, and linen, all held together with carpet tacks and carriage bolts

The design of the glider came from pictures that Harold had seen in magazines of the day. Many magazines at the time had designs that could be constructed by young boys. Even the *Lewiston Evening Journal's* weekly magazine had a design for a model plane. The title of that article read, "A Model Aeroplane That Any Boy Can Make," which appeared around 1912. Model aeroplane clubs were also prominent during this time, one that was mentioned in the paper was at the Houlton YMCA.

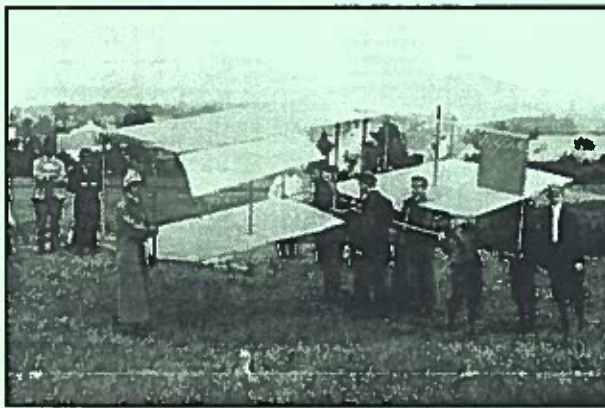


Photo which appeared in the Lewiston Journal shows a glider built by Harold Cooper of Auburn. Philip Tarr, the young pilot, stands between the wings.

News involving aeroplanes was mentioned almost daily in the local papers in 1911 and 1912.

Famous pilots such as Harry Atwood, Jules Vedrines and Lincoln Beachy were household names in aviation. Vedrines was France's most famous aviator of the day, while Atwood, well known in the United States, was breaking distance and speed records. As for Beachy, he was famous for being the first to soar across Niagara Falls.

Atwood and Beachy made appearances in Maine, both performing at the Maine State Fair.

In the 1911 Maine State Fair, aviation was the main attraction. Several planes were set up and exhibitions of aerial stunts or aviators just flying over the fair grounds attracted many.

Cooper graduated from the University of Maine in 1915 with a Mechanical Engineering Degree. After graduating, he went to work for his father's company from 1915 to 1927, also serving in World War I during this time. After leaving his father's company he became an executive for the Ault Williamson Shoe Company until 1940. In 1941, he purchased the Woodworth's Machine Shoe Company in Lewiston. Harold married Esther Tarr, sister of Philip, and together they would have four children. Only two would live. Cooper died December 22, 1953, in Auburn.

In 1953, Charles Kerr of Auburn acquired the glider and wrote an article about it in the magazine, *Soaring*, which described how Harold Cooper constructed it. Connie Cooper Landers, Harold's daughter, gave Kerr a photo and blueprint of the glider which, along with the glider, are now at the Maine State Museum.

The Maine State Museum plans to display the glider, along with a model of a young boy. Before this can happen, the 87-year-old glider needs restoration as time has not been kind to its condition. The timetable and cost of this project has not yet been set, but museum members will be kept informed.

Article reprinted with permission from the Maine State Museum

Dirigo Flyer is published monthly by the Maine Aviation Historical Society, a non-profit (501c3) corp. P.O. Box 2641, Bangor, ME 04402 acadia.net/mahs/ 207-854-9972

ASSOCIATION OFFICERS

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@alnop.com

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

Treasurer
George Tinker (#11)
54 Thomas Hill Road
Bangor, ME 04401-4622
207-942-2036

DIRECTORS

Jules Arel (#147)
Bangor (1999)

Ed Armstrong (#166L)
Hampden (2001)

Herman Bayerdorffer (#163)
Gullford (2000)

Don Godfrey (#18)
Yarmouth (2000)

John Miller (#54)
Newburgh (1999)

Jim McCurdy (#206)
Bangor (1999)

O. William Robertson (#80)
Greenville (2000)

Donald Saunders (#177)
Ellsworth (2001)

Carl Sederquist (#218)
Ellsworth (2001)

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

Minutes from the March Meeting

- **Call to Order** The meeting was called to order by Secretary Boyle at 1016 at the MEANG classroom. President Grant and Vice-president Hurd were absent. There were 19 people attending.
- **Treasurer's Report** Checking Account: \$3,693. Museum Fund: \$11,908. There have been 156 membership renewals, the same as on 3/31/98
- **Business**
 - Lease. All changes in wording have been agreed to. BIA has asked for 60 days instead of 30 to clean out the building. Zieglaar is presenting the lease to the Airport Committee on 3/17 and it will probably not have to go to the city council. There will be a signing of the lease, with media coverage sometime in mid-April. (Discussion followed about the lease, insurance, non-profit status, etc., mostly questions from members who were not up-to-date on the proceedings).
 - Sederquist requested a copy of the business plan to examine. He was concerned that none had been forthcoming.
 - Boyle expressed a need for a separate museum board for the day-to-day operation. (General discussion followed about having an 800 phone number and who would answer it.) A motion was made to set up an 800 number (Houle), seconded by Rohr, passed by show of hands.
- **Museum Operations Board** There was a discussion of make-up of this board. It will be a new entity which will be concerned with museum operations, will make its own decisions, etc. They will report to the MAHS Board of Directors. This board will oversee financial, physical building, planning, education and publicity chores. It was determined that this board needed to be set up before the April signing. It was decided to nominate members and form this committee at this time. Boyle nominated Jim Chichetto to be chairman of this board, multiple seconds. Elected. Other members nominated and elected were Jules Arel, George Tinker, Don Saunders and William Townsend.
- **Other business**
 - Volunteers are still needed for all committees. Local members will be called and asked to serve. Areas of interest must be established. A survey will be included in the next *Dirigo Flyer*.
 - There was a discussion as to what must be done as soon as BIA cleans out Building 98. The roof is the first priority, followed by electricity, then the heating system.
 - Decals and T-shirts are being prepared for sale. There was considerable discussion as to the type of decal and the aircraft to be portrayed on the T-shirts. It was decided to have an F-101, a P2V and the "White Bird." Boyle reported that T-shirts can be made for between \$4-6 each. Five hundred decals will cost \$165. Boyle was authorized to proceed with getting these items ordered.
 - John Garbinski volunteered the rights of his book, The United States Air Force in Maine, to the MAHS.
 - It was suggested that special plaques and T-shirts be specifically marked for life members. Moved and seconded. Passed.
- **Acquisitions** Acquisitions of material is proceeding, with material from Loring being spoken for. We need a contact with the Maine State surplus people.
- **Web Page** Although "hits" on the web page were down in February, the total number of complete downloads of our page were up.
- **Next meeting** The next meeting of MAHS is scheduled for 10 April 1999 at the classroom at the MEANG. Board of Directors at 0900 and the monthly meeting at 1000.
- **Adjournment** The meeting was adjourned at 1200 hrs.

William Townsend, Recording Secretary

✧ ✧ ✧ Join the Maine Aviation Historical Society Today and
Help Preserve Maine's Aviation History for Tomorrow ✧ ✧ ✧

Mystery Solved! The Story of the Waco Cabin Bi-plane

Thanks to member Ed Maliar of Bohemia, New York, we now have most of the information on the Waco cabin bi-plane pictured in the last issue. Here's the story in Ed's words.

By Ed Maliar

The cabin Waco is a model EGC-8 powered by a 7-cylinder Wright engine, R-760-E-Z which was supercharged and developed 350 hp on take off for one minute; i.e., prop in low (flat) pitch, throttle open wide to 34" h.g. manifold pressure. I'm sure of all this because I owned one identical to it. The registration number of mine was NC19354. I sold it in 1963.

Regarding who was the likely owner, I believe that it belonged to the *New York Daily News*, under a magnifying glass the logo on the left side of the fuselage sure looks like the *New York Daily News* logo. If it did in fact belong to them, it being in Bangor in June of 1939 was not so strange as it might appear to be. The management of the *New York Daily News* had always been aviation minded when it came to covering news stories, even outside the New York City area, say within a radius of 150-200 miles. If, however, the news story was of tremendous interest and they wanted pictures, they'd load up the Waco with reporters and photographers and off they'd go piloted by a guy by the name of "Duke" Kranz to fly even further away than normal.

I have personal knowledge of this because one day in late spring of 1936 I was visiting the Lewiston-Auburn Airport, which was in the finishing touches of its construction, when all of a sudden this beautiful white and black cabin Waco buzzed the field to get dump trucks, etc. off the runway and then landed. The pilot, "Duke" Kranz, taxied up to where I was standing talking to the airport manager (who was Bill Turgeon at the time) and asked is there bus or trolley transportation to Hebron. Bill said, "Hell no, you can't get there from here." Kranz asked if they could borrow a car and I piped up that I'd take them up and back for a tank of gas and \$20. (I had borrowed my aunt's brand new 1936 Oldsmobile sedan.) Kranz stayed behind and I took the reporters and photographers.



Waco cabin bi-plane in June 1939 at Godfrey Field in Bangor. (Al Cormier Photo)

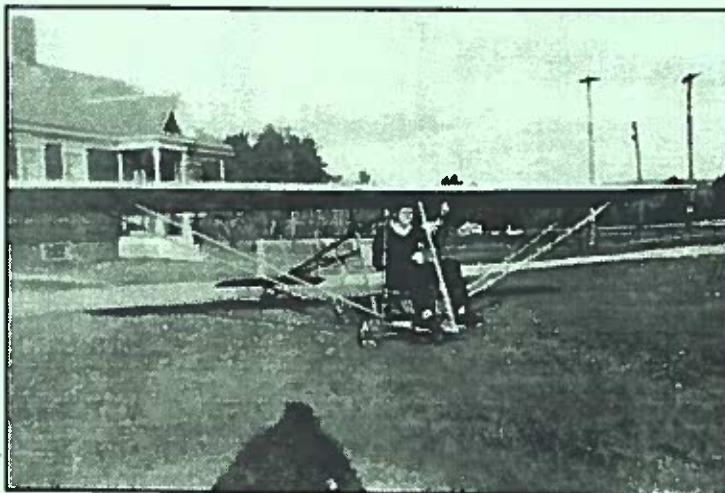
The news story was about a guy wiping out his wife and three of his four kids and attempting suicide himself but failed. The news crew got all their data and pictures, then hurried me back to the Lewiston-Auburn Airport because they wanted to get the story in the next day's early morning issue. I remember they didn't want me to stop for gas so I settled for \$20 plus \$5 for gas. I think I came out ahead since gas was only 7 gallons for \$1.00 at that time.

So, as for the *New York Daily News* Waco to have been at Bangor, there must have been one heck of a big story up there for them to bother.

The EGC-7 Waco was almost identical, with minor differences in the interior. The model AGC-8 was identical to the EGC-8 except it was powered by a 330 hp Jacobs engine. You'd have to look at the engine name plate to tell the difference.

After World War II, the *New York Daily News* bought a Grumman Mallard, a twin-engine amphibian. They had many scoops with this piece of equipment, the biggest probably pictures of the sinking of the *Andrea Doria*.

Another Attempt to Fly . . .



Member Lloyd Gates of Norway remembers how he and four friends tried to get into the air when they were younger, around 1929 or 1930. They obtained the plans for this glider from a magazine, probably *Modern Mechanics*, and built it. Naturally, they "improved" upon it and completed it. Fortunately, Lloyd says, it did not fly. Also fortunately, Lloyd still has this photo of the Dovde Glider as they completed it. The pilot is his friend Franklin Goldsmith, now of Windham and Florida.

Maine Air Museum Update

The MAHS set up a Board of Directors for the Maine Air Museum on Saturday March 13th. Elected to the board were Jim Chichetto, Jules Arel, Don Saunders, Bill Townsend and George Tinker. This board will be in charge of the planning, building and running of the Maine Air Museum. The lease signing is set for the middle of April, and between now and then a number of projects are being completed to make MAHS ready to move forward into this new era.

We will have our new handouts, phone and e-mail set up. We are currently working on the staffing of the building and the committees needed to make the museum work. At this time, I am formally asking any and all members, interested people and groups to become actively involved. We need all types of construction work done, budgets set up, training done and a hundred other details. Now is the time to step forward, we are going to make this project come alive, your help will be needed. John Garbinski will be collecting data for the staffing of projects and committees. Give him a call (207-990-7318) or e-mail him (jgarbinski@hotmail.com) with your ideas and what you are able and willing to do for the Maine Air Museum.

Once we have the building open and cleaned, we will start having volunteers doing work projects and staff working daily on site to further the goals and get this museum underway. We need to have it ready for the various events which will be happening as the displays and aircraft come into being. Time for the hands-on part of MAHS to come forward and build a museum. You will all be contacted at some point, but we on the board would rather have you coming to us rather than us coming after you. Each of you has a skill or two we need and can use to build this museum. We await your calls. Thanks.

*Jim Chichetto, Chairman
Maine Air Museum Board*

Museum/Air Show Display Boards

In an on-going effort to show the public the many faces of Maine's aviation history, the MAHS will once again be setting up displays at all major air shows in Maine. It has been decided to make all the boards a standard size. The best size found to date is the 36"x 24" boards found at Ames Department Store. We need at least twelve of these.

Al Cormier has offered to help with the woodworking to make the stands for the boards. I have asked various people to put together boards for this season. Vic Kraft will do a Loring AFB board. John Garbinski will do a Dow AFB/ANG board. Leo will do an Old Orchard Beach board. I have asked Norm Houle to do two boards, one on seaplanes and one on fixed base aircraft in Maine. Rob Rohr will do a Brunswick NAS board. I will up date my crash site boards.

Anyone who would like to do a board on Maine aircraft or events please contact me (207-209-3281) or Scott Grant (207-775-3404) ASAP.

Calling All Volunteers!

We have the need of skilled people to assist the MAM staff in the following duties.

- 1). An accountant to help our Treasurer set up the museum books and set the groundwork in place for the running of this project. Once the system is in place, more training and help will be needed.
- 2). A heating and cooling expert to assess the system in place and set up a program to bring it on line and project the costs and set up the work sessions and oversee this work.
- 3). An electrician to check the wiring and set up a repair/replacement program and plan the work, then follow through the process.
- 4). On site staffing. As soon as the lease is signed, we will be working with the city to clean out the building and clean it up. Once the general clean-up has taken place, we will work to get the power, water and heat up and running. An office will be opened and staffed to answer the phones and work on projects during the day. As the building gets more useable, more projects will be undertaken.
- 5). Fundraising will be on-going and every member will be asked to help out at some time. What we need now are people willing to start the process moving ahead and doing the person to person contact to spread our message into the business world and the entire state of Maine.
- 6). Come to the next MAHS meeting and we will update you with the latest facts and what you can do to help. We will have a job for everyone.

For more info, you may e-mail me at JimF84F@aol.com or Bill Townsend at Townsend@acadia.net or write to us at MAHS, P.O. Box 2641, Bangor, Maine 04402.

Spring and Summer Hikes

April 10th, 1999, a hike to the F-101B crash site on Kench Hill in Dedham. This is a good early hike and one which is easy to reach. We will meet at the vacant building parking lot at the corner of Rt. 1 and Rt. 46 at 1300. We will leave that site at 1315 and be on site by 1345. We will spend about an hour on site. Bring your cameras and we will replace the two American flags at the marker. Jim Chichetto (207-269-3281) will lead this hike

June 13th, 1999 will be an all day hike to the C-54 crash in Baxter State Park. John Miller will ramrod this long trek into this WW II crash site. The exact meeting time and place will be in the June newsletter.

Mt. Abraham in Western Maine will be our hike for August. This is a hard vertical hike up to a complete F-101B which came down after a mid-air with another F-101B while in transit. Both crew ejected safely and the aircraft crashed high atop a mountain. It is a hard hike but the trip down is very short and the chance to pick over an entire aircraft is not to be missed.

The "White Bird" is still near and dear to our hearts and we will also be hiking for that crash site as our current leads develop.

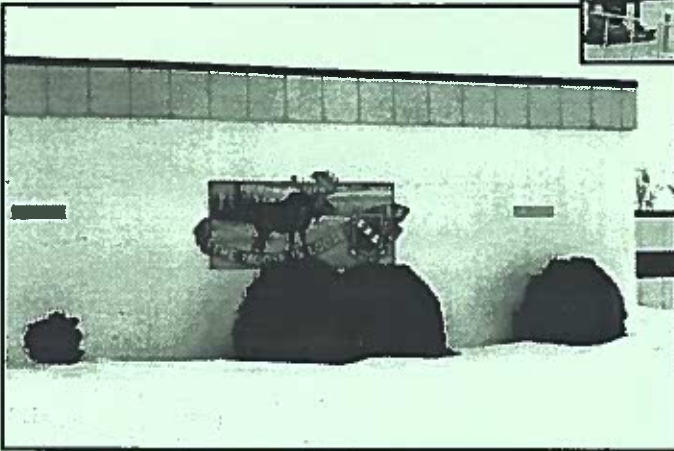


Proud Scenes and Fond Memories of Loring AFB

Photos by Vic Kraft



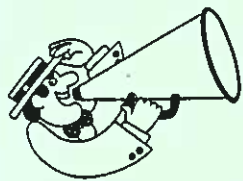
The Moose is Loose! A B-52 of the 42nd bomb wing from Loring AFB in Limestone, Maine is serviced there. This plane, "Black Widow," was among those which were the first to loose bombs in the Persian Gulf War.



The 42nd bomb wing badge and logo on the Command Building at Loring AFB after all these years.



Loring AFB today with snow covered runways as the closing becomes final.



**WE'LL HELP GET
YOUR WORD
OUT!**

Ad space is now available in the *Dirigo Flyer*.

Rates: \$10.00 per column inch for three issues.
Full page (2 col., 8 in.) is \$100.00 for three issues.
Annual rates available.

Call Leo Boyle at 207-854-9972 for annual rates.

IT PAYS TO ADVERTISE

**Interceptor
t/s**

Screenprinted Military Aviation T-shirts • 1946-1975

12 Designs Available: F-8U, F-86, F-89, F-101, F-106,
C-141, P-2V, B-36, B-47, B-52, HU-16, UH-1

\$18.95 ea. - 2/\$35 - 3/\$50 Sizes M-XXL

Plus \$3.50 S/H (US); Maine residents add 6% sales tax

Call or write for free brochure: P.O. Box 232, Carmel, ME 04419
(207) 848-7290 e-mail: arbia@bangornews.inf.net



**NEW! NEW! NEW! NEW!
MAHS PLAQUE**

5"X7" bevelled wooden plaque
3/4" deep etched and personalized
with your name. Perfect for your
workplace or home, or as a gift.

Special Introductory Offer — \$15.00
(Please add .83 sales tax and \$2.00
postage and handling if mailed.)

Order Yours Today!

Guardian Angels

By Al Cormier

There is no doubt in my mind that Guardian Angels exist. If they didn't, there is no way I would still be roaming this earth. As an nineteen year old Aviation Cadet, I had a lot to learn and the career path I had set out on was not the safest or most forgiving.

My flying career started out at a small private facility in Mississippi, near Jackson, that had been taken over by the Army Air Corps South-East Training Command. After finishing pre-flight training in Montgomery, Alabama, my class was shipped by rail to this facility. It was a small field, no runways, just a level grassed area on which you could take off and land in any direction according to which way the wind was blowing. The plane we would train in was a single engine bi-plane known as the Stearman PT-17. It brought back the days of World War I in France as the movies so often depicted it.

There was probably no trainer better suited for the novice aviator. It was rugged, easy to fly and a great acrobatic performer. It had two open cockpits, the instructor sitting up front and the lowly cadet in the rear. My first few flights were a disaster. Sitting in the rear, not knowing what was coming next, I was prone to get air sick. For the first few lessons it seems all I did was hang on. My instructor, a civilian, didn't seem to get discouraged. Even when I had problems keeping the plane going in a straight line after landing, he very patiently corrected for me.

One day, we were practicing landings at an auxiliary field and he asked me to pull over to the side. He got out, I thought to smoke a cigarette, so I sat there. Finally he said, "What are you waiting for. Take this thing around and give me a good landing."

With my heart thumping as loud as the engine, I took off and landed. My first solo! What a thrill! After that, it was all fun and games. I was having a ball with little thought that my Guardian Angel might not be enjoying it as well as I, especially, when the hour's flight was finished, the practice was to put the plane in a spin to descend from five thousand to two thousand feet. I can visualize him in the front seat hanging on with both wings but was assured that he had not left me when I came in for a landing at the end of one day.

I entered the pattern in the usual manner and turned on final approach, brought back the throttle to reduce power but felt it go limp in my hand. I had too much power to land and barely enough to stay in the air. I staggered around the field with my poor Angel trying to hold the ship in the air until I could make another try at landing. This time, on final, I turned off the master switch and killed the engine, made a dead stick landing and rolled to a stop half way down the field.

Every one came running to see what kind of a trick I was trying to pull but changed their mind when a mechanic discovered that a cotter pin had slipped out of the throttle linkage. I know I didn't land that plane all by myself!

The next time my Angel saved my neck was in Goldsboro, NC I had just graduated from flying school, been recalled early from my ten-day leave at home and was waiting in this embarkation camp ready to go overseas. The air base was a training field for P-47 fighters. There was no way I was going to get to fly one of those to keep up my monthly flying time but they did have a small two-seat observation plane that I could use.

I went over one morning to check it out for an hour. As I was going out to the flight line an airman asked if he could go for a ride with me. I assented and we went out to the plane. At the runway we had to wait while a group of P-47s took off and then we followed. After flying around for an hour it was time to return so I came back to the field and entered the pattern.

I was coming in on final approach, ready to land, when another group of P-47s rolled out to take off but when I applied power to go around the engine quit. I couldn't land on the runway so I looked down and found we were over a physical training area, several large fields but all occupied by groups of men exercising or marching. Directly below was a small field with a ditch at each end. I made a quick circle dropping like a rock, just crossed the first ditch before touching ground, slammed on the brakes and came to a stop inches away from the other ditch.

My passenger never said a word, just got out and ran. I sat in the plane until I was surrounded by emergency vehicles and everyone from the surrounding fields. The mechanic discovered something wrong with the carburetor had caused the engine to quit. The operations officer asked me if I'd like to fly it out but I refused when I felt a prod in the butt from my Guardian Angel. He'd done enough for one day.

Robert Lee Scott, Jr., who flew with the Flying Tigers, claimed God was his co-pilot. I had to do with second best, but he worked overtime.



Stearman PT-17 — Yellow Peril or Guardian Angel?

Upcoming MAHS Meetings and Calendar of Events

- April 10 10 a.m. MAHS Meeting, Maine ANG Facility, Bangor Airport.
 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!

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!

281. **Craig Skeffington (WWII)**
 85 Scott Road
 South Portland, ME 04106 207-874-6612
284. **Christopher Hayden (Audio/Video)**
 1 Masefield Terrace
 Cape Elizabeth, ME 04107 207-767-2636
285. **J.E. "Ed" Goodin**
 14 Circle Drive (May-Oct.)
 Tilton, NH 03276 603-286-7157
 253 2nd Street West (Nov.-April)
 Nokomis, FL 34275 941-485-1936

E-mail Address List

- Max Calderwood maxc@ursus3.ursus.maine.edu
 Henry Babcock (#145) nan&henry@aol.com
 Keith Strange (#81) riverside87@hotmail.com
 Craig Skeffington (#281) cskeff@aol.com
 Christopher Hayden (#284) .. chris@millenium-tv.com
 J.E. "Ed" Goodin (#285) edgoodinfl@aol.com
 Maurice Roundy (#217) starline@gwi.net

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

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

Sample issues \$4 each



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

BUILD ONE! A REAL ONE!

Sole distributors for P3V, a computer program to generate a 3-view from a photograph.

Published by: **WORLD WAR I Aeroplanes, INC.**

15 Crescent Road, Poughkeepsie, NY 12601 USA (914) 473-3679

The Maine Aviation Historical Society
 Join Today! Call 207-854-9972

**Aerobat
 Aviation
 Gallery**

LAWRENCE E. NICKERSON
 2107 CARMEL ROAD NORTH
 NEWBURGH, MAINE 04444

TEL. 207-234-7125

E-MAIL: aerobatflyer@uninet.net

eCHO FLIGHT

**Satellite
COMMUNICATOR**



E-Mail
In-Flight Weather
Full GPS Moving Map
Position Reporting
VOR Vectoring
Air Field Location

ORBCOMM

QUEST TELECOM INTERNATIONAL

89 MAIN STREET, SUITE 1, ELLSWORTH, ME 04805
207 664-0122, 207 664-0164 (fax) - info@questele.com

Aviation Artifacts

★ **BOUGHT & SOLD** ★

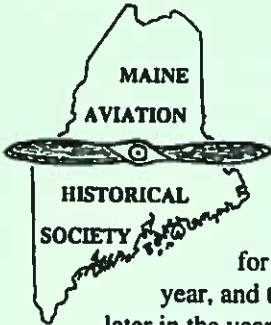
Military • Airline • Civilian • WWI through the Jet Age

Paying Cash For: Helmets, flight suits, uniforms, jackets, wings, patches, maps, books, flight manuals, aircraft parts and instruments, photographs, parachutes and survival gear. *If it has something to do with aircraft — I buy.*

Miller's Field
store open
by appointment



John Miller
115 North Rd.
Newburgh, ME 04444
(207) 234-2777



1999

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

Name _____

Address _____

City, State, Zip _____

Special Interests _____

E-mail _____

Phone _____

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

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

Membership	Dues	Benefits
Regular	\$20 annual	Newsletter, 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

April Meeting

Saturday, April 10, 1999
10 a.m.

Maine Air National Guard Facility
Bangor International Airport
Bangor, Maine