



DIRIGO FLYER

Vol. VII, No. 5 May 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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Happy Landings!

By Al Cormier

All of my landings weren't perfect and my Guardian Angel didn't always protect me from myself, as my younger brother, Gerald, pointed out to me when we met the other day. He lives in the southern part of the state and I don't see him that often, but as we talked I mentioned my involvement in the Maine Aviation Historical Society, pulled out the latest *Dirigo Flyer* in which I had written an article, and endeavored to sign him up. He reminded me of a flight we had taken together one summer afternoon when we were both in the Air National Guard.

It was a beautiful day and the Guard had been putting on a show at the Augusta airport. The C-47 had been taken over by the brass, so I was left with the AT-6 to ferry people back and forth. I'd made several trips and on my return from one, my brother, who had recently joined the Guard, was standing on the flight line. I asked him if he would like to go for a ride, his first with me since he had joined. We took off and headed for Augusta. The airport there is situated on a hill overlooking the town. The north-south runway is about 5000 feet long, the south end dropping off abruptly. The east-west runway is much shorter and has the same abrupt drop at its west end.

All day long I had been landing from north to south but on this trip the tower told me to land to the east. Perhaps it's only me, but when faced with an approach that looks like the edge of a cliff, I tend to stay high. That's what I did on this approach and so landed a little long. I probably should have gone around but overconfidence got the best of me and I brought it down well past the first third. Applying the brakes didn't seem to slow the plane any and the other end was coming up fast. Facing me was a pair of warning lights, raised two feet above the ground (on account of the snow, don't you know). Beyond that was a short over-run and a cemetery. I hit the first warning light on my way off the runway, managed to turn the plane before entering the cemetery and hit the second light on my way back to the runway.

There was a crowd of several hundred waiting as I taxied up to the flight line. Standing foremost was my Commanding Officer (I won't give his name) and he met me as I stepped off the wing. I could tell he wasn't pleased but that was putting it mildly. He went up one side of me and down the other telling me what he thought of my piloting skills. All I could do was stand



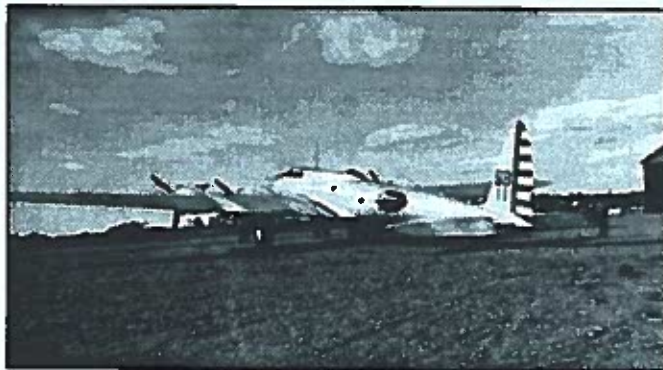
A North American T-6G of the type flown by Al Cormier. (William T. Larkins Photo)

at attention and remember the old Cadet phrase: "Yes Sir!" "No Sir!" and "No excuse, Sir!" My poor brother was trying to make himself disappear in the crowd. I didn't blame him.

When my C.O. got through he ended up with, "I don't care how you get home but you're not riding on any of my planes!" I took the hint and my brother and I hoofed it to town. We had just enough money between us to buy tickets to Bangor, about seventy miles away.

The trip back was without humor or discourse. Surprisingly, I never heard any more about the incident. Someone paid for new lights — not I. The plane had a couple of small dings under the wing — they got fixed. The next time I met my C.O. he was pleasant enough. The only one who remembers is my brother, and every time we meet he reminds me of our trip to Augusta. Brothers are like that.

Another Plane, Another View, Another Time



Boeing Y1B-17 at Godfrey Field in Bangor in 1940. (Al Cormier Photo)

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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.

Maine Air Museum Board of Directors Meeting

Call to Order. The meeting was called to order at 1200 hrs. on 28 March 1999 at the General Aviation facility at Bangor International Airport. Jim Chichetto presiding, 12 people present. **Scheduled Business.**

Phone and Answering Machine. The museum phone number is 207-941-6757 and there is a toll free number (Maine only) at 1-877-289-MAHS (6247). These phones have an auto transfer answering service. There are two new two-line phones. Physical location is at Al Cormier's. Mr. Cormier has also been authorized to pick up the mail at the Bangor post office.

Printing Needs. Ed Armstrong will make changes on stationery. There was discussion about having the members of the Board of Directors listed down the left side of the stationery. It was decided to do this. There was some discussion as to the type of receipt issued for money and/or other types of donations. No decision was made. **Business Cards.** It was suggested that a generic business card should be printed for the museum. Ed Armstrong will take care of this.

Brochure. Bill Townsend passed around colored samples of the three-fold brochure. There was some discussion of the pictures used. It was decided to make it a four-fold format. Mr. Townsend noted that it will require a re-write and re-approval of the brochure.

Change of Address. The legal address needs to be changed on the 501 forms.

Staffing. Garbinski has made up staffing lists. One list covers the museum board duties, another lists members in the Bangor area.

Fencing. The Air National Guard is re-fencing some of its area. It might be possible that we can get some of the old fencing and some personnel to install it around the museum area. We first need to determine our actual property bounds. No one was assigned to do this.

Finances. We need to hire a CPA to do our books. We will inquire as to what other museums are using for bookkeeping software. **Fundraising.** John Godfrey passed out a draft of the fundraising plan. This draft was discussed page-by-page. Specific points covered: plans and numbers must be put together before we start fundraising; types of people, organizations and groups to contact were discussed. There was some discussion concerning the maintenance of lists and whether or not they could be shared via computer. A training manual and actual training for fundraising might be needed. A presentation binder and pledge cards might be needed. Also covered were how to campaign, how to look for big donors, the community phase (lower level donors), grants, in-kind donations in which someone will need to track available businesses and marketable securities as gifts (if so, then a stockbroker will be needed). **Public Relations.** A public spokesman is needed and possibly "team leaders" for regional areas. **Insurance.** Insurance and accountability were discussed.

Five Year Plan. Bill Cook covered the proposed plan. Questions were asked of the relative difference between the Maine Aviation Historical Society and the Maine Air Museum. The latter is a division of the historical society. Various corrections were made to the plan based on the change from building a museum to the renovation of Building 98. Also discussed were fiscal year (accountant will decide this), and budgets for advertising (\$2500), operating supplies (\$2500), telephone (\$1200), postage (\$400), travel (\$1300), bank charges (\$120), library (\$100), and repairs and maintenance (building \$1200; equipment \$1200; displays \$2000). Capital items budgeted were: roof (\$40,086), exterior walls (\$56,000), doors and windows (\$19,000), heating system (\$35,000), plumbing if separate handicapped facility is constructed (\$19,000), and electrical (\$13,000). A budget committee was formed to include Don Saunders (chair), Bill Cook, Kathy Cook, Ed Armstrong and George Tinker.

Other Business.

- Quonset Air Museum has offered three aircraft: a Stinson 10A, a helicopter and an O-2. The Stinson 10A is a type used by the Civil Air Patrol in Maine in WWII and is acceptable. It is complete but stripped of fabric. It would fit inside the museum
- P-2V Neptune. Only the paperwork remains. Possible transport to Maine via a C-5.
- Rob Rohr is also looking at a TBM, O-52 Owl (observation craft used at Presque Isle, a C-47 that is flyable, and a T-6(G) used at Dow AFB.
- If Waterville Airport doesn't want its F-89, it will go first to the Air Force, then to Bangor.
- The last Maine Warden Service Beaver might be obtained.
- Tyndall AFB has an F-89, F-101 and a Bomarc that might be available.

Adjournment. The meeting was adjourned at 1539 hours.

William Townsend, Recording Secretary

Minutes of the Board of Directors Meeting April 10, 1999

Call to Order. The monthly meeting of the Maine Aviation Historical Society Board of Directors was called to order at 0920 on 10 April 1999 in the reading lounge of the General Aviation Building, Bangor International Airport. The meeting was called to order by Leo Boyle in the absence of president Scott Grant. There were six board members present.

Treasurer's Report. MAHS funds, not including the museum, stand at \$3361.14 in checking and \$11946.34 in the money market account.

Business.

Lease. The Airport Committee approved the lease as written. The lease now goes to the Bangor City Council. We do not know yet if it has to be voted on by the council or simply approved.

Museum. A museum operations board was set up at the last meeting. They have held one meeting. Chairman Jim Chichetto read the minutes.

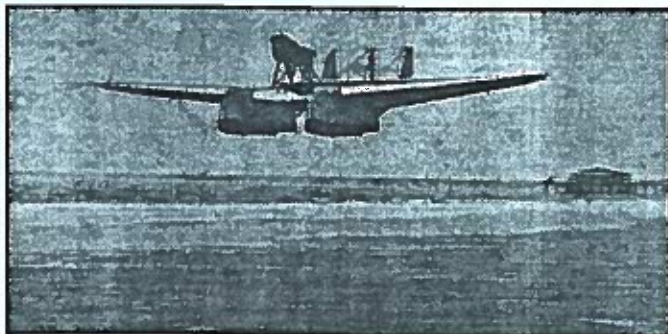
There were some questions and a discussion about the building, mostly concerning the roof, furnace, and lights.

The Society should clear a few things out of the building (a tire to a P2V aircraft and a Lycoming engine) before the city starts to clean all of their items out.

Other Business.

- Volunteers are still needed.
- MAHS auto stickers have been printed and are now available.
- Garbinski's book that he has donated to the Society needs to be reprinted.
- We agreed to renew the use of Acadia Net to carry our web page for six months.
- There was discussion on having meetings in southern Maine.
- We have received information from the Lewiston-Auburn airport requesting bids for Hanger 1 at that airport. This is the only remaining, unchanged hanger from WWII. It is a large wooden framed building currently used to store aircraft and some vehicles. The roof and the hanger itself need considerable rebuilding and repair. It was decided that the Society would not bid on this building.
- A question was asked about having a junior membership. It was felt that this might be possible in the future after the museum is established.

Adjournment. The Board meeting was adjourned at 1020.



Savoia-Marchetti S-55X flying boat "Roger Q. Williams" en route to New York, May 28, 1929. Photo: Old Orchard Beach Historical Society via Dan Blaney

Minutes of the Monthly Membership Meeting April 10, 1999

Call to Order. The 10 April 1999 meeting of the Maine Aviation Society was called to order by Secretary Leo Boyle at 1025 in the reading lounge of the General Aviation Building, Bangor International Airport. President Grant and Vice-president Hurd were absent. There were 14 people present.

• The hike to the F-101 site on Bald Mt. planned for after the meeting was postponed until the next Bangor meeting. There was also a general discussion of the status of our search for the "White Bird." We are still waiting to get information from the Navy overflights of selected areas last fall.

• Charles Brantner has volunteered to assist us with our accounting. He is already working with other non-profit groups and will set up a system for the Society. He has an extra 33 MHz computer and was wondering if the Society might want it for our accounting program. The membership felt that we could use it. Rohr asked if this program would be able to handle a separate account for each aircraft we will have. Brantner felt that this would not be a problem. Don Saunders asked if Brantner would also serve on the budget committee. Mr. Brantner agreed to this.

• Al Cormier reported on the survey of the roof of Building 98. The roof is in fairly good condition. There are some blisters which do not seem to be leaking. Flashing has pulled away and is a problem. One quote of \$6840 for repairs of the roof has been received. Another contractor, Bangor Roof Systems, will be looking at the roof on Monday 4/12. Al Cormier has agreed to be the contact person between the Society and the Bangor Public Works staff. Any members wishing to visit Building 98 must go through Al and not directly to the Airport Public Works. The reason for this is that Public Works has a busy schedule and men must be pulled off jobs to take visitors to Building 98.

• Don Saunders wants to set up a meeting of the budget committee on Sunday, April 18th. The time will be 1300 hrs at the General Aviation building.

• A museum Board of Directors meeting will be scheduled for a date after the budget meeting is held.

• Rob Rohr reported that the Quonset Air Museum is meeting this weekend in reference to giving their Stinson 10A to the Society. This aircraft was used in the Civil Air Patrol in Maine in WWII.

• The Army National Guard has said that we may have one or two of their Huey helicopters.

• It was felt there should be a non-business meeting with slides, possibly a barbecue, etc. We will look into the possibility of doing this at Blue Hill or Miller's Field.

• The next meeting is scheduled for Saturday, 8 May 1999 in the Conference Room of the Portland International Jetport.

Adjournment. The meeting was adjourned at 1130.

William Townsend, Recording Secretary

May and June Meetings

The May meeting will be held on Saturday, May 8th at the Conference Room upstairs in the main terminal at the Portland International Jetport. As usual, the Board of Directors and Officers will be meeting at 9 a.m. and the general meeting will be at 10 a.m. We would appreciate it if all the southern Maine members who could be there. You will be updated on the status of the museum, aircraft acquisitions, hikes, fundraising plans and air show activities for the summer season. Please bring your photos, memorabilia and albums for some "show and tell." Let's show northern Maine that we can get a great turn-out here in Portland.

Leo Boyle will show various Maine aviation-related videos from his collection. Featured will be the new French video "Enigma of the White Bird," just received from France via Bill Nungesser. Don't miss this exciting show!

The June meeting will be held at John Miller's Antique Airfield in Newburgh on Saturday, June 12th at the usual times. Take Exit 43 off I-95 from the south, turn right and take your second right, North Road, about a half mile to the airfield on your left. From the north, turn left across the bridge and again take your second right, North Road, to the airfield. The hike to the C-54 on Fort Mountain will take place on Sunday, June 13th, and final details will be worked out at this meeting.

New Merchandise

Enclosed with your newsletter is your new decal/bumper sticker. These work great on the outside of your car windows, house or business windows or on your bumper or trunk. Display these and let everyone know who we are and what we are doing. Additional decals are available for \$1.00 each postpaid or at the meetings.

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 Air National Guard F-101B Voodoo, the Lockheed P2V Neptune of BNAS and, of course, Nungesser and Coli's "White Bird." Plan now to get one of each as soon as they're available.

Boys Will Be Boys . . .



This Fairchild FC-2 provides "what dreams are made of" for two Caribou youths in the '30s. (Jerry Drake Photo via Norm Houle)

Calling All Volunteers!

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

- 1). 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.
- 2). An electrician to check the wiring and set up a repair/replacement program and plan the work, then follow through the process.
- 3). 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.
- 4). 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.
- 5). 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

The April 10th hike to the F-101B crash site in Dedham was postponed and will be rescheduled. Watch the *Dirigo Flyer* for details. → 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 WWII crash site. The exact meeting time and place will be in the June newsletter. → Mt. Abraham 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 crewmen 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; we will be hiking for that crash site as new leads develop.



Stinson SM-6000B of B&M Airways in Caribou in the mid-'30s. (Jerry Drake Photo via Norm Houle)

Upcoming MAHS Meetings and Calendar of Events

- May 8 10 a.m. MAHS Meeting, Conference Room, Terminal, Portland International Jetport.
 May 15-16 All Day Hampton, NH Annual Flea Market.*
 May 29-30 All Day Owls Head Transportation Museum: Super Flea Market, Old Aeroplane Show.
 June 12 10 a.m. MAHS Meeting, John Miller's Antique Airfield, 115 North Road, Newburgh, ME.
 June 13 All Day MAHS hike to Fort Mountain C-54 Crash Site.
 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.
 July 28-Aug. 3 All Day Oshkosh Fly-In, Oshkosh, WI.
 July 31-Aug. 1 All Day Fly-In, Central Maine Regional Airport, Norridgewock, ME.
 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.

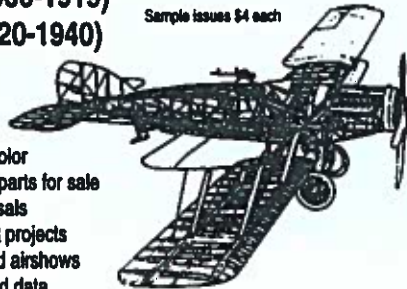
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287. **Charles B. Brantner**
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288. **Joe Marquis (Flying, Antiques)**
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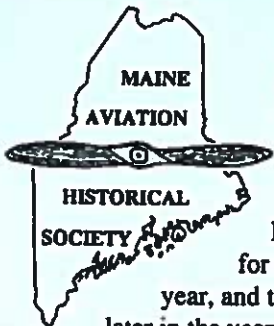
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1999

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

May Meeting

Saturday, May 8, 1999
10 a.m.

Terminal Conference Room
Portland International Jetport
Portland, Maine