



DIRIGO FLYER

Vol. VII, No. 7 July 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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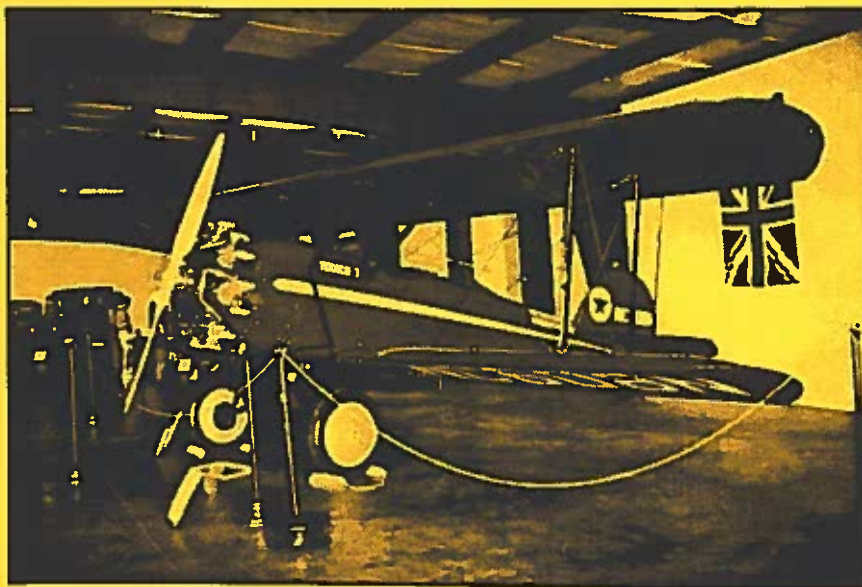
Two Wacos: One Remembered, One Restored



Waco Airplane NC806M,
serial number 3051.

Owned and operated by
"Buck" Sherman at the
Bay of Naples, Maine about 1937.

(Photo from the Norm Houle Collection)



A Waco ASO NC608N
on display at Owl's Head,
recently restored by
member Grady Sharpe.

(Leo Boyle Photo)

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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.

MAHS Board of Directors Meeting → June 1999

Call to Order. The June 11, 1999 Board of Directors meeting of the Maine Aviation Historical Society was called to order at 0922 at John Miller's Airfield in Newburgh. Leo Boyle read a note from the ACES Camp requesting someone to make a presentation about MAHS. It was decided to do this when they visit Miller's Field during their camp week. On 6/26-27 we will have a table at the Owl's Head show. On 7/3 we need someone to man tables and displays at the Lewiston-Auburn Airshow. We will have a display at the Great State of Maine Air Show in Brunswick on 7/24-25.

The next MAHS meeting will be on 10 July at John Miller's Airfield in Newburgh.

Secretary's Report. Accepted as printed in the newsletter.

Treasurer's Report. We currently have \$141.90 in the checking account. Money will be transferred from other sources into checking. This led to a discussion that centered on increasing membership and upgrading current memberships.

Museum Board Report. Several meetings have been held. There have been some slight changes to the lease wording, no problems anticipated. It goes before the Bangor City Council on 28 June. The property lines have been walked. Water and sewer reconnection is being looked into. Re-establishing electrical service also needs to be done. Discussion as to whether above or below ground lines would be best. No consensus was reached.

It was moved, seconded and voted to accept the Museum Board report.

Building Committee Report. Price quotes from two companies for fencing came to \$6475 and \$8500. Type of fencing must be accepted by the airport; i.e., schedule 4 pipe, standard wire. Signs: Preliminary sign designs are being considered. Any signage must be approved by the city in advance. Water, sewer, electricity still to be checked out. Wall insulation is estimated at \$1000 plus \$400 for sheet rock. Roofing estimates came to \$25,000 for the whole roof to \$15,000 for just the area over the displays. Heating: Webber cannot estimate costs until the building is insulated and power is turned on.

Staffing Committee Report. No report. Staffing is still on hold as John Garbinski has been called up with the MEANG. Since their deployment is now on hold, we are in hopes that he will be back in the loop soon.

Display Report. Paperwork on the P2V can be signed at any time. The Stinson at Quonset can be picked up at any time.

New Business. The new lease has been received from the Bangor City Council. The city has said they wish to charge us property taxes. This clause was in the lease earlier, had been removed, and has now reappeared. Our attorney will see about removing it again. It was moved that the Board approve the lease as written with the exception of Article 11 (property taxes). The motion carried with one opposed.

Fundraising report. (This section of the meeting was postponed until after the general meeting as there was a speaker and a number of guests present.)

Carl Sederquist suggested and described a fundraising incentive program. This involves engraved bricks as a reward system for various levels (five levels) of financial support. There was discussion that involved concern over a somewhat impersonal approach if we do this via the newsletter or Internet means.

There was a discussion on possible use of a professional fundraiser. We will need a chair for our fundraising committee who will interface with a professional if one is hired. We will check with Jules and also look into other possible candidates. There was a motion to form a subcommittee to look into hiring a professional fundraiser. Jim Chichetto and Leo Boyle will be co-chairmen. Seconded and passed 5-0.

There was a motion that we appoint Don Saunders to contact Jules Arel about chairing the fundraising committee. Seconded and passed 6-0.

70 Years Ago This Month — July 1929

By Leo Boyle

Photos via Harry Jones Collection, Old Orchard Beach

Last month we read how Roger Q. Williams, pilot, and Lewis Yancey, navigator, had ground-looped the Bellanca J "Green Flash" on June 13, 1929 at Old Orchard Beach in their attempt to fly to Rome. Undeterred, they went back to New York and bought another Bellanca J, the "North Star," from Mrs. James Stillman. They re-christened their turquoise and silver plane "Pathfinder" and flew her to the Portland Airport in Scarborough at the end of June.

The beach was badly rutted by the tides and wind, but in a few days nature had smoothed it out and they flew to Harry Jones' hangar on the beach. At 8:49 a.m. on July 8, 1929, with 444 gallons of fuel, they took off from the beach and headed east. Thirty-one and one-half hours later, out of fuel, they landed on the beach at Santander, Spain, not far from where the "Yellow Bird" had landed the month before.

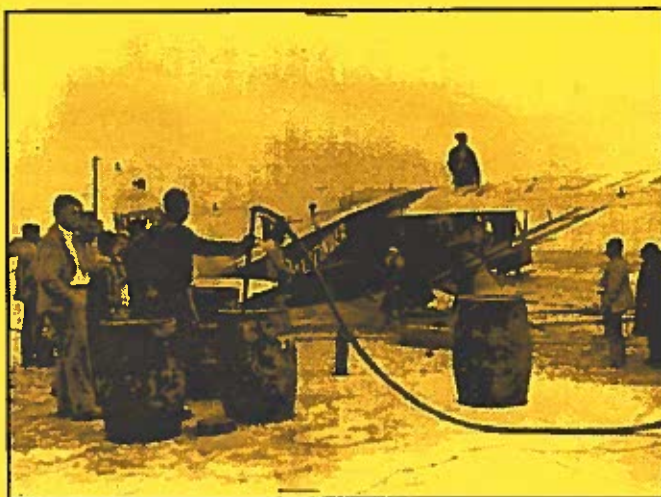
The next day, after refueling, they flew on to Rome, Italy, their original destination. On July 17, they flew from Rome to Paris, France and were reunited with the "Yellow Bird" crew whom they had last seen at Old Orchard Beach, Maine.



1. "Pathfinder" arrives from Portland Airport at Harry Jones' hangar at Old Orchard Beach on July 2, 1929.



3. "Pathfinder" is filmed just before she is towed to the end of the beach for take-off early in the morning of July 8, 1929.



2. Refueling "Pathfinder" from 50 gallon drums trucked in. Gasoline was hand pumped from drums and strained through chamois to keep out sand and dirt.



5. And they're on their way! Successfully in the air this time, Williams and Yancey head over the Atlantic for Rome.

4. "Pathfinder" on the ramp waiting for the fog to lift.

June Meeting Highlights

Call to Order. The June meeting of the Maine Aviation Historical Society was called to order at 1002 hrs. at the hanger at Miller's Field. There were 45 members and guests present. All business was tabled in order to proceed directly to the scheduled program.



Our guest speaker Harry Crosby beside a painting of himself as a B-17 navigator in World War II. Harry was lead navigator in the 100th Bomb Group of the 8th Air Force and author of the book *A Wing and a Prayer*. (Don Saunders Photo)

Harry Crosby, WWII B-17 navigator and survivor of the bombing campaign over Germany, gave an exceptional talk about his exploits as part of the 100th Bomb Group. His description of what would today be called a "very steep learning curve" as he was introduced to navigation during bombing runs over Norway and other European sites was spellbinding to the audience.

Mr. Crosby was surrounded by WWII bomber crew artifacts from John Miller's collection. Mr. Crosby also signed copies of his book, *On a Wing and a Prayer*, and also signed a copy of a painting in which he is the major subject.

The general meeting was adjourned at 1100 hrs.

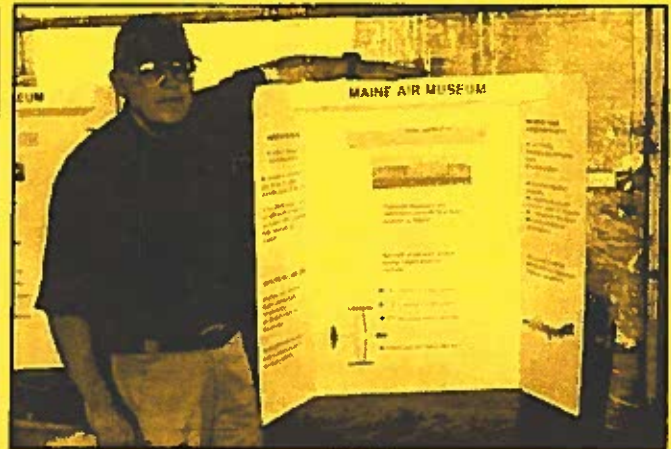
William Townsend, Recording

July Meeting

The Board of Directors will meet at 9:00 a.m. on Saturday, July 10th at John Miller's Antique Airfield. Please make every effort to be present at this meeting. The Museum Board should also plan to attend.

There is no better place to meet than John's airfield in the warm weather. To get to John's, 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.

Catch the Excitement!
The Maine Aviation Historical Society
Help Preserve Maine's Aviation History
Join Us Today!



Member Bill Townsend shows the Maine Air Museum Board he created. (Don Saunders Photo)

"Minutes," continued from page 2

Carl Sederquist has an anonymous donor who will donate \$10,000 if we will raise \$10,000 in new money. Charles Brantner, our accountant, distributed information pertaining to the accounting system discussed at the last meeting. William Townsend made comments concerning the web page and traveling displays. Addresses and means of contact with all Board members were updated.

Adjournment. The meeting was adjourned at 1215 hrs.



Some of the members at the Board meeting June 12th at John Miller's Antique Airfield. (Don Saunders Photo)

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.



GENERAL UPRISING AGAINST FURTHER SOLO OCEANIC HOPS

By Pauline Sodermark

So read the headlines in the September 3, 1927, edition of the *Bangor Daily News* found by Pauline Sodermark and husband Greg Hildreth under the linoleum of her mother's living room floor as they started renovations to the 1850's home. The front page text read:

Movement Started in Three Leading Aviation Countries As Fear For the Lives of the St. Raphael's Crew Becomes a Sad Certainty. Dutch Steamer Reports Possible Plane 280 Miles Southeast of New York. Thick weather holds the Carling and the Windsor to the ground — Courteny plans hop-off Saturday morning.

New York, Sept. 2 - (AP) - Strong revulsion against the false importance being given long-distance flights, especially transoceanic, was manifested in three leading aviation countries today as fear for the lives of the St. Raphael's crew became a sad certainty.

At Buffalo, N.Y., the committee on air laws of the American Bar Association expressed hope that legislation might be enacted to halt the mounting loss of life. The Stinson Aircraft Corporation of Detroit declared no orders will be accepted hereafter for planes intended for transoceanic flights.

Continuance of this particular article was on Page 20 which, sadly, to date has not been found, but is available at the Bangor Public Library to anyone interested in "the rest of the story." It is amazing to read from today's perspective that so many were against pushing the boundaries of transoceanic flight, including the Department of the Navy! Read on for more details on the flight of St. Raphael. This flight was particularly poignant for the day because a "princess" was aboard. The two pilots were Captain Leslie Hamilton and Colonel Minchin.

Halifax, N.S., Sept. 2 - (AP) - Two reports came today of planes having been sighted at sea during the time the monoplane St. Raphael, with the Princess Lowenstein Wertheim and two pilots on board, was enroute from Upavon, England, to Ottawa.

With the utter absence, however, of any report placing the trans-Atlantic aviators within striking distance of these shores, the two meager dispatches today merely served to emphasize the general despair that the three would ever be found.

The Dutch steamer "Blijdendij" wirelessly Cape Race that her lookout had seen "a white light" yesterday morning at a point computed to be some 400 miles east-southeast of New York. The message read simply: Thursday 7 a.m. (Greenwich mean time) in 39.28 north 64.43 west white light probably from plane leaving (?) easterly direction. If the light was on the St. Raphael she must have been considerably to the south of her normal course.

The second report came from the Standard Oil steamer "Josiah Macy," related the sighting of a plane Wednesday night in latitude 53.15, longitude 29.45, or about due west and 900 to 1,000 miles from the Irish coast. No details of the plane or the direction of flight were given by the tanker, but the location was near the probable line of flight of the St. Raphael.

The September 10, 1927 *Bangor Daily News* published this account which is supporting evidence of the Department's opposition to transoceanic flights:

NAVY DEPARTMENT TAKES HAND IN RENE FONCK FLIGHT

New York, Sept. 9 - (AP) - The carefully laid plans of Captain Rene Fonck for his New York to Paris flight were thrown into confusion this afternoon when the Navy Department revoked the leave of absence which had been extended to Lieut. Lawrence W. Curtin and Ensign Stephen V. Edwards, who were to accompany him across the Atlantic.

The action of the Navy officials capped the many rumors that the Department was unalterably opposed to any further transoceanic flights this season because of the mounting toll of lives exacted in recent similar attempts. Although the Navy Department has no power officially to forbid transoceanic flight, it has been no secret in Washington, according to observers, that conferences have been held recently to devise some means of preventing naval officers from participating in them. With his crew snatched away from him, Capt. Fonck tonight was brought to the verge of abandoning the flight entirely. Both he and Curtin had been making a load test of the big Sikorsky when the official news reached them. He at once ordered the plane into the hangar and announced it would remain there until Monday while he made up his mind whether to procure another co-pilot and radio operator and proceed with the flight.

As a postscript, the September 10th paper held an additional report on Sir John Carling, which was mentioned briefly in the first account of the St. Raphael aircraft. This edition had the headlines, "Old Glory" (from Old Orchard Beach) and "Sir John Carling" (from Halifax) "Are Given Up As Lost. Tragedies Result In Sharp Break In Public Enthusiasm For Long Distance Ocean Flying."

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Member Neal Strange's Aeronca Champ on floats at his home in Raymond. (Neal Strange Photo)

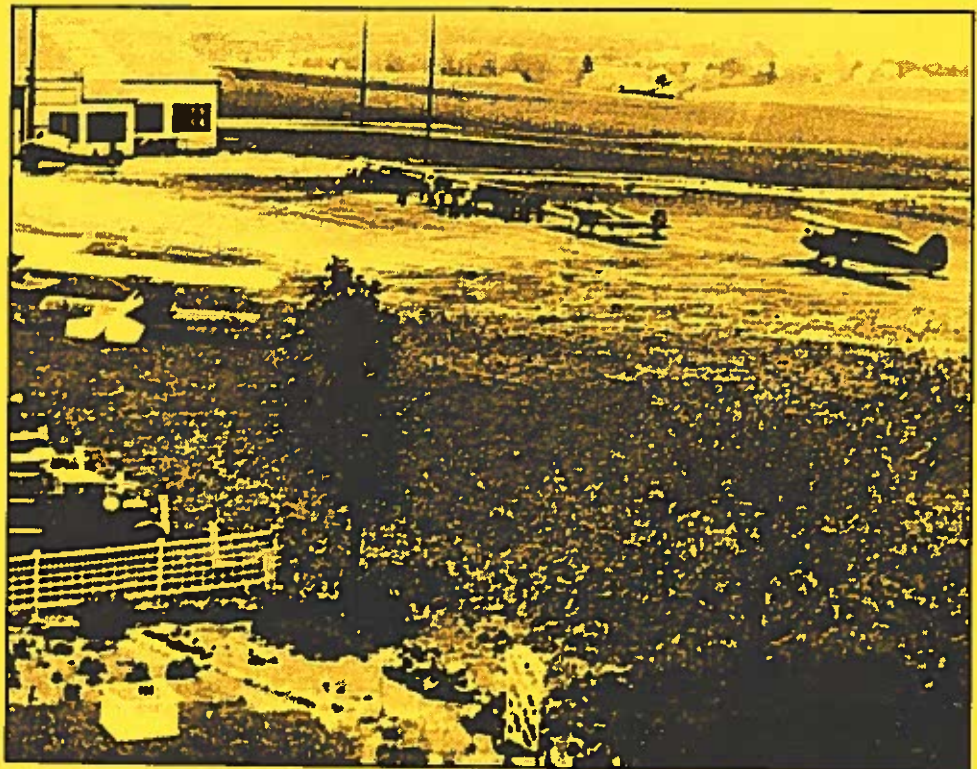


U.S.A.A.C. Fokker C-2A transport at Scarborough Airport, 1928. A Travel-Air Biplane is in the background. (Photo via Rodney Laughton)



An excellent collection of aviation books and memorabilia has recently become available for sale.

For an appointment to preview this collection, call Tom Casagrande in Portland at 207-879-0895. Please call between 0800 and 2200 hours daily.



Caribou Airport, mid-1930s. Among the planes to be seen are Bird and Travel-Air Biplanes, a Piper Cub, a Taylorcraft, an Arrow Sport and a Stinson Reliant. (Jerry Drake Photo via Norm Houle)

Upcoming MAHS Meetings and Calendar of Events

- July 3 All Day Great Lewiston-Auburn Air Show, Lewiston-Auburn Airport.*
 July 10 10 a.m. MAHS Meeting. John Miller's Antique Airfield, 115 North Rd., Newburgh, Maine.
 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 4-5 All Day 2nd Annual Bethel Air Radial Round-Up, Dyke Field, Bethel, Maine.
 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.

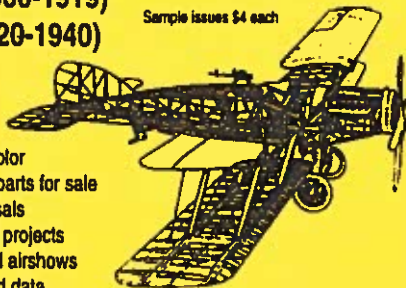
Welcome New Members!

290. **Bennett Katz**
27 Westwood Road
Augusta, ME 04330-4936
292. **Wallace E. Ward (A/C Restoration)**
110 Elm Street
Brewer, ME 04412 207-989-1859
293. **Leland M. Brown**
17 Pleasantview Avenue
Bangor, ME 04401 207-942-6638
294. **Gary Heard**
1932 Broadway e-mail:heard@worldnet.att.net
Bangor, ME 04401 207-941-4005
295. **Peter J. Noddin (A/C Archeology)**
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East Millinocket, ME 04430 207-746-5166
296. **Wendell P. Sproul**
RR 2, Box 4050
Bangor, ME 04401 207-848-5709
297. **Philip Plummer (WWII)**
481 Bradford Road
Schenectady, NY 12304
Summer: Box 21 e-mail: PhilBett@juno.com
Abbot, ME 04406 207-876-1122
- 298F. **Robert C. Day (Aviation History)**
RR 3, Box 1645 — "The Sign Man"
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299. **Gregory T. Wilcox (Pilot, Acadia Air)**
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300. **Richard Dyke (Float Flying and History)**
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1999

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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.

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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

July Meeting

Saturday, July 10, 1999
10 a.m.

John Miller's Antique Airfield
115 North Road
Newburgh, Maine