

# DIRIGO FLYER

Vol. VII, No. 8 August 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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## It Must Be Summer! MAHS Air Show Updates

By Jim Chichetto

### Owls Head Transportation Museum

On Saturday, June 26, and Sunday, June 27, 1999, the MAHS constructed and manned a display at the Owls Head "Sentimental Journey" WWII aircraft and auto show.

Scott Grant brought up a table and Owls Head provided two more. Scott also brought up the Elephant Mountain B-52 ejection seat and his Richmond F-84 board. Leo Boyle brought up his many display photos and the new MAHS Roland Maheu shirts. Carl Sederquist brought his TV/video computer museum display and Jim Chichetto brought up his boards, artifacts and photo albums.

Once set up it was a large display and we had a good group of visitors. The crowds were down this year, maybe the lack of fighters was to blame. The weather was great and skies were excellent for flying acts and photo flights. On Sunday, the crowds were about the same, but they were not as overwhelming as in the past. MAHS gained a few new members and our thanks to the above mentioned for their work on our behalf.

An interesting side note: Jim won a ride in the red Waco F-2 that Owls Head flies and talked Leo Boyle into going along for the ride with Gary Palatnick piloting. Photos indicate both enjoyed the flight. Ask Leo to see the pictures. . .



Charlie Gabelman, Owls Head bicyclist, chats with Jim Chichetto and Leo Boyle at our Owls Head display, with Carl Sederquist in the background. (Clay Carkin Photo)

### Great Lewiston-Auburn Air Show

July 3, 1999 dawned bright, warm and clear. Scott Grant brought most of the MAHS display from the Owls Head show the week before and set up the tables and boards. Leo Boyle arrived from the south and Jim Chichetto from the north shortly after 9:00 a.m. to help. The many assembled civilian aircraft which use the L-A Airport became part of the display as well as a number of interesting aircraft which flew in for the event.

Dan Bilodeau flew his natural finished Luscombe in for the show and sold Pepsi donated by Seltzer & Rydholm to raise funds for the Maine Air Museum. MAHS member Alan Fernald bought the first bottle and won a ride. Alan, who has a single and multi-engine ticket, was happy with his luck. Members John Miller and Larry Nickerson each had their sales displays up. The walking crowd was good for the first few hours, but most of them walked to the warbird area and most vendors and display people hope to be set up in that area next year.

The good-sized crowd was treated to stunt planes doing loops and rolls and head-to-head smoking passes; then the skydivers jumped out, one single and three hooked together carrying the American flag. As they slowly drifted down, the bi-planes flew smoking rings around the jumpers. After the first two acts, a Stearman flew a stunt routine and a T-6 followed up with a nice display of flying. The static displays included an Avenger, a Chipmunk, a Beech twin painted up as a U.S. Army Missile Command aircraft, various military trainers and civilian aircraft. It was a good show, but once again, Scott, Leo and Jim did all the display. We need more help from all our members!



Member Bill Wade of Unity, Maine and his ex-RCAF DHC Chipmunk at the L-A Air Show. (Jim Chichetto Photo)

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207-942-2036

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#### 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)

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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.

## Board of Directors Meeting → July 10, 1999

1.0 The MAHS Board was convened by the MAHS vice president with a quorum present at 0910. Charles Brantner (MAHS accountant) was present, along with other MAHS members.

2.0 MAHS secretary Leo Boyle reported that \$5,000 had been withdrawn from the MAHS money market account and transferred into the general funds account. As of June 30, 1999 the money market account balance was \$7,069.41. The general fund balance is \$5,755.54 as of July 9.

3.0 The MAHS treasurer, George Tinker, expressed his regrets that he would no longer be able to serve in this capacity and stated that he would serve until a replacement was found. He also discussed some recommended changes in financial procedures for operating expenses and payments. Both the MAHS treasurer and secretary currently have operating fund checkbooks. Charles Brantner recommended that only one checkbook be maintained to conform to accepted accounting principles for MAHS receipts and disbursements of operating expenses.

3.1 The Board accepted Mr. Tinker's resignation with regret and sincere appreciation for his service as treasurer to date. A motion was made by Mr. Hurd; seconded and unanimously approved by the Board to have secretary Boyle prepare a suitable MAHS certificate of appreciation for George Tinker to be awarded to him at a later MAHS membership meeting.

3.2 The Board was surveyed as to volunteers or nominations to fill the MAHS treasurer's vacancy. Mr. Brantner volunteered to fill this position. Secretary Boyle recommended that Mr. Brantner be elected as the interim treasurer until the annual elections. Vice president Peter Hurd then made a motion that Charles B. Brantner be elected as the MAHS treasurer effective this date, and that an orderly transition between Mr. Tinker and he be accomplished as soon as possible. After discussions of who can incur MAHS financial obligations and not-too-exceed limits of such obligations, a vote (8-0) was taken by the Board to appoint Mr. Brantner as MAHS treasurer.

4.0 The Board recognized with sincere appreciation the work of Carl Sederquist in locating an anonymous donor who pledged \$10,000 for the Society's Maine Air Museum (MAM) fund if the MAHS could match it. The Board asked Mr. Sederquist to determine if there was a time limit, and if so, what it was. He will confirm that time frame at our next meeting. In response to this initiative, the Board discussed a future formal MAHS MAM advisory status for major financial contributors. Further policy discussion to be conducted by the Board at the next meeting.

5.0 The pending MAM Building 98 lease by the city of Bangor was discussed by secretary Boyle. Some issues remain for resolution. The city is expected to present a revised lease to the MAHS within the next 10 days. Secretary Boyle to mail each Board member a copy of the revised lease when available with a telephone vote to follow for acceptance.

6.0 The Board received a report from Al Cormier who has been spearheading the utilities checkout and functions for Bangor International Airport (BIA) Building 98. Mr. Cormier's frequent e-mail updates were especially noted as being highly appreciated.

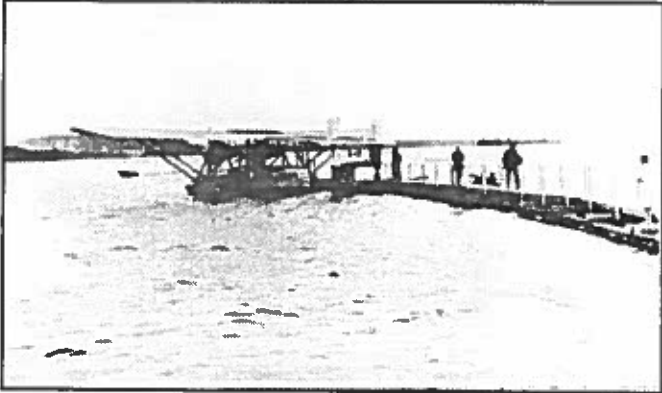
7.0 Vice president Hurd reported on his telephone discussions with Gary Boon, one of eight members of the Presque Isle (PQI) Air Museum committee. Mr. Boon had contacted Al Cormier to set up a meeting on September 8 in Bangor at the Cole Museum of Transportation. Mr. Hurd stated that he requested that the requested meeting coincide with one of the MAHS

## 68 Years Ago This Month — August 1931 Airline Service Comes to Maine

By Leo Boyle

Photos via Norm Houle Collection and Sullivan Photo Service

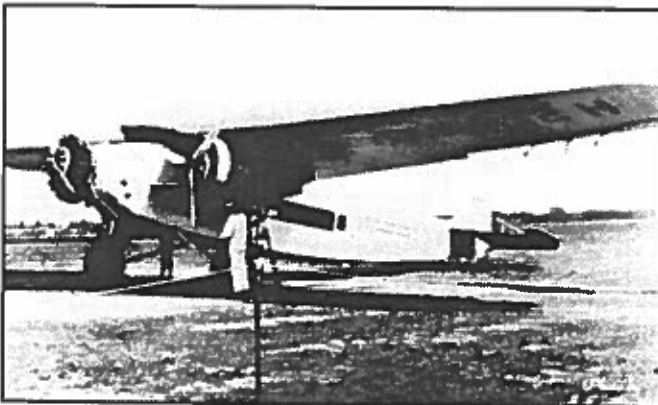
In 1931, the Boston & Maine and Maine Central Railroads contracted with Pan American Airways to fly airline service from Boston to Portland and Bangor for them. In addition, Pan American started flying boat service over the same routes and beyond to Calais and Halifax, Nova Scotia as a possible prelude to trans-Atlantic service. These services began on August 3, 1931 and continued through September 1931. In 1932, Pan American declined to continue this service, and in 1933 the railroads contracted with National Airways to fly the Boston to Bangor service as Boston & Maine Airways. This service was flown with Stinson SM-6000A tri-motors starting August 11, 1933. Boston & Maine Airways became Northeast Airlines in 1940 and was absorbed by Delta Airlines in 1972.



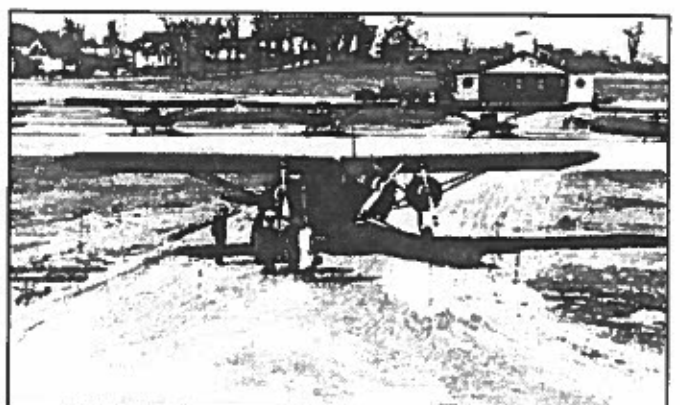
1. Pan American Airways Sikorsky s-41B, NC41V at Calais, Maine on route from Boston to Halifax, Nova Scotia. Pan American flew this route and one from Boston to Bangor with Fokker F-10A NC147H tri-motors for Boston & Maine Airways for two months in 1931.



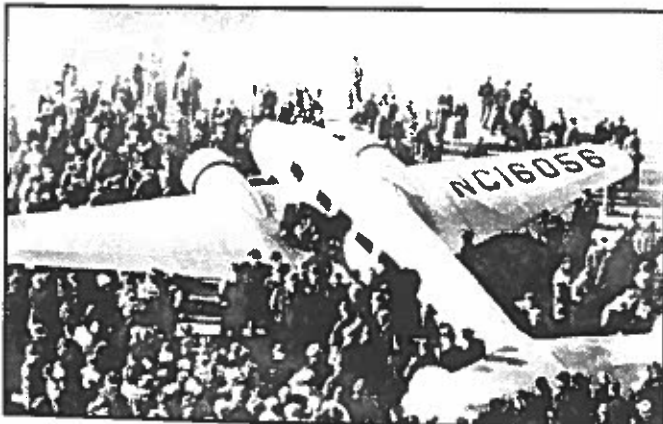
2. In the foreground, a Pan American Sikorsky S-38B NC-9107; in the rear, a Sikorsky S-41 NC784Y. The two planes are crossing on the Boston-Halifax route which Pan Am flew from July until September 1931.



3. Pan American Airways Fokker F10A NC-812H tri-motor transport at Godfrey Field, Bangor in August 1931.



4. Boston & Maine Airways Stinson SM-6000B at Stroudwater Field, Portland on December 17, 1934.



5. Boston & Maine Airways Lockheed NC 16056 marks inaugural service at the newly completed Lewiston-Auburn Airport on December 1, 1937.



6. A Northeast Airlines Douglas DC-3 at Portland Municipal Airport, January 1946.

## July Meeting Held at Miller's Field

Eight members of the Board of Directors plus some interested MAHS members arrived at John Miller's Antique Airfield for the Board meeting. Among items discussed were the lease and the updating of the bylaws. A meeting with the Presque Isle Air Base Museum committee of eight was planned. Treasurer George Tinker has tendered his resignation and the Board regretfully accepted it. Charles Brantner volunteered to fill out George's term. He was unanimously approved by the Board.

The Board meeting ran long, but the rain slowed up the arrival of our guest speaker, Tom Casagrande of Portland. Tom gave a great slide show starting with his first Cub flight and then on into the U.S. Army where he flew Hueys in Vietnam and various fixed wing aircraft during a second tour. His combat stories and slides brought home to many the world of difference between WWII and the fighting in Southeast Asia.

Tom came home to fly experimental aircraft out of Lakehurst, New Jersey. Doing projects for most of the three letter government groups, he's managed to fly over 115 different types of aircraft in his work and private life so far.

The gathered crowd enjoyed the slide show and talk. The meeting broke up after noon time as the weather cleared and the sun shone brightly on the group. Thanks to Tom and to John Miller for the use of his hangar and field.

## New MAHS T-Shirt Available

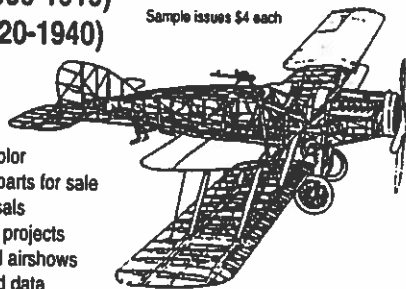
Our new t-shirts are in the works. These t-shirts will have the MAHS logo on the front breast and will feature Roland Maheu and his Cub, the Maine ANG F-101B Voodoo, the Lockheed P2V Neptune of BNAS and, of course, Nungesser and Coli's "White Bird." Now available: Roland Maheu shirt, L and XL only. \$12.00 plus .66 tax (in state) and \$2.00 postage.



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Tom Casagrande of Portland tells members of some of his exciting flying adventures at the July meeting. (Jim Chichetto Photo)

"Minutes," continued from page 2

scheduled meetings, but Mr. Boon indicated that his committee would not be available until September 8. MAHS members then discussed providing the PQI committee with an honorary membership in the MAHS and sending their committee a copy of the MAHS Dirigo Flyer (D/F). Secretary Boyle stated that the MAHS bylaws provide only for a paid membership. The PQI committee will receive a complimentary copy of the D/F.

8.0 The secretary was requested to ensure that the BIA airport manager receives a personal copy of the D/F.

9.0 MAM committee chairman Chichetto gave a brief report of the MAM development plan status. Vice president Hurd requested that the Board receive a copy of the updated plan ASAP, stating that it was essential to have it as part of the fundraising initiative and for current budgetary considerations.

10. Vice president Hurd stated that a copy of the current MAHS bylaws would be sent to all members with know e-mail capability within the next five days. He requested that secretary Boyle include a copy of the current bylaws in the next D/F issue and provided Mr. Boyle with a camera-ready copy of same. All MAHS members were requested to review the current bylaws in view of the MAHS expanded role with the MAM and other functional committees.

11. The MAHS Board meeting was concluded at 1007, so that the regular MAHS membership meeting could proceed with guest speaker Mr. Tom Casagrande, noted aviator.

**Catch the Excitement!**  
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## Maine's Flying Game Wardens



Two of Maine's flying game wardens, Bill Turgeon (left) and Wilfred Atkins (right) in the late 1940s.

Carl Sederquist tells of his first flight:

"Bill gave me my first aircraft ride in the State's Winson Gull Wing Reliant (300hp radial). It was silver and on floats.

"While refueling at the old hatchery at Cold Stream Pond in Enfield, I stepped on Bill's Raybans and broke them. He hollered, I cried (I was 11 years old), so he took me for a flight to soothe my feelings.

"It was my first flight and the start of my flying adventures, summer 1946."



## Non-Business Gathering Planned

On Sunday, August 8, 1999, let's do an Aviation Slide/Video Marathon at Rick Alexander's house in Blue Hill starting at 1:00 p.m. until the last man falls!

We'll do slides in one room and videos in another. Bring slides loose or in Kodak carousels. No feature length movies but clips or shorts on video. We'll just go with non-stop airplanes until whenever. (There's an extra bed if it gets too late to drive home.) Rick has about 50,000 slides (really!) and a few videos. He's also got the slide projector and VCR. Somebody bring a movie screen, please.

BYO drinks and something to BBQ, or a side dish or snack. Would like RSVPs just to get some idea of how many to expect. Phone: 207-374-3766. E-mail: riktexan@acadia.net

*Directions from Bucksport:* Stay on Route 1 and 3 and 15 (lots of roads coming together here). From the light at the Irving gas station, go just over 4 miles east/north and veer right onto Maine 15 to Blue Hill. (There's a Big Apple/Texaco at the corner.)

After approximately 15 miles you will come to "downtown" Blue Hill. Take a right at the Exxon station. Go up the hill, past the Congregational Church. Turn left onto 172/175.

When you come to where 175 turns left (about 3 miles), stay on 172 for 1.1 miles. Veer right at driveway with sign that says "Jessup." (There are two driveways close together, ours is the second one.) About 100 feet up, turn right and there's our house. Logs with red doors.

*Directions from Ellsworth:* From Route 1A south (Bangor), turn right (south) onto Route 1 (Dunkin' Donuts at corner) and go through downtown Ellsworth, across the bridge and up the hill. Veer left at blinking yellow light (may not be blinking, just hanging there) onto 172.

Stay on 172 through "downtown" Blue Hill, then up the hill. Turn left onto 172/175. Got about 3 miles. 175 will go left to Blue Hill Falls. DON'T TURN! Go another 1.1 miles on 172. There's a driveway on the right (not the 90 degree right but angle right just after it) with a small sign that says "Jessup." Go about 100 yards up that driveway to where our driveway turns right. Log house with red doors.

Call 207-374-2766 if you get lost or need more info.

## Great New Caps Now Available!

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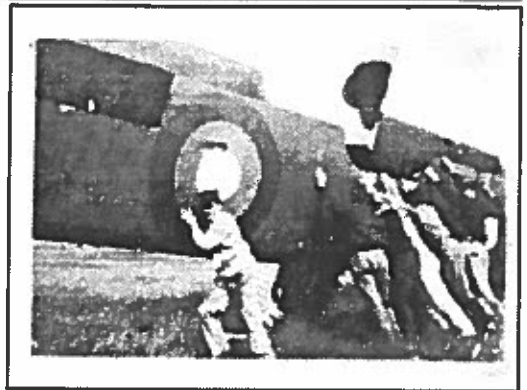
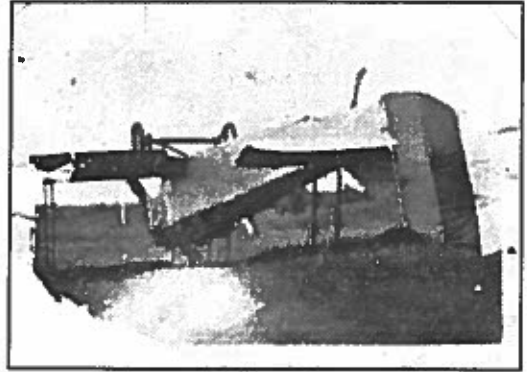
## Preserving Memories of Maine Aviation — The Mission of the MAHS

### Inspiration . . .



General Jimmy Stewart (left) and Captain Linwood Wright of New Sharon, Maine as Stewart is checked out in a B-52 at Loring AFB, Limestone, Maine. (Photo: Carlton Willey Collection via Norm Houle)

### Mystery . . .

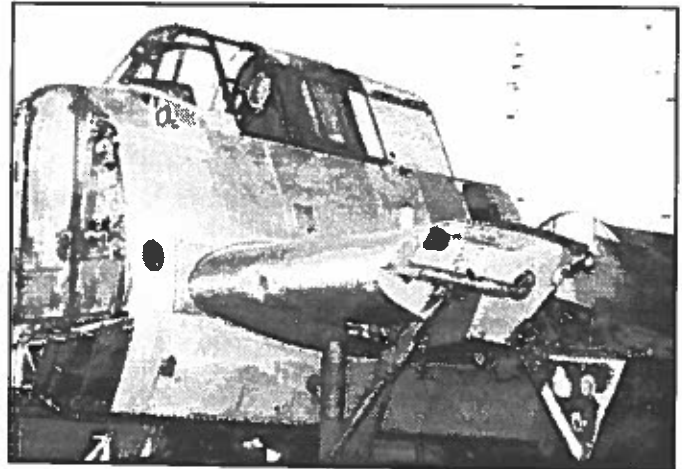


Member Sherm Hallowell gave us these pictures of an Augusta accident that happened about 1925. The Jenny flipped over landing in a field. He believes it was piloted by a fellow named Waugh, whose father was a Portland doctor. His passenger was a Dr. McKay's son, and neither of them were hurt. Know any more? Let us know.

### Restoration . . .



Billy Kostis continues to work almost single-handedly on the restoration of the World War II control tower at Sanford. Any members who can volunteer help should call Bill at 207-324-6755. (Rob Rohr Photo)



Restoration is proceeding on the Avenger that the Quonset Air Museum rescued from the Maine woods a few years ago. (Rob Rohr Photo)

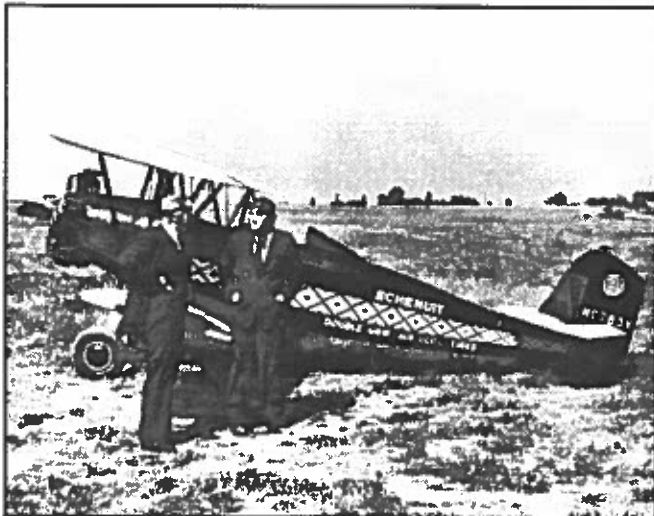
## Upcoming MAHS Meetings and Calendar of Events

- 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, Building 98, Bangor International Airport, Bangor, ME.
- 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, Folsom's Hangar, Greenville, ME.\*
- September 11-12 ..... All Day ..... International Seaplane Fly-In, Greenville, ME.
- 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 a.m. .... MAHS Meeting
- 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.

### August Mystery Photo



????????????????????

Carl Sederquist submitted this beautiful photo of a Fleet biplane. Can anyone supply Carl (and us) with the identity of the pilots, and where and when the photo was taken? Remember — Winner wins a fabulous MAHS T-shirt!



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.

### Welcome New Members!

- 302. **William Wade** (*Building Velocity, Flying Chipmunk*)  
2692 Town Farm Road  
Unity, ME 04988 207-948-2402  
e-mail: bwade@concentric.net
- 303. **Nathan Wright** (*Warbird Restoration*)  
P.O. Box 819  
Bethel, ME 04217  
e-mail: n.wrightloonybin@megalink.net
- 304L. **Alton E. Cianchette** (*Maine Aviation*)  
434 Libby Hill Road  
Palmyra, ME 04965 207-368-5827

### 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.

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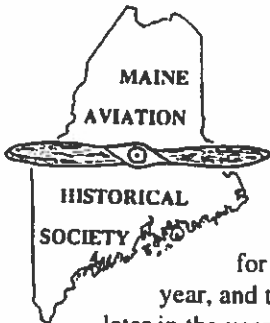
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Membership	Dues	Benefits
Regular	\$20 annual	Newsletter, Patch, Museum Admission
Family	\$30 annual	Newsletter, Patch, Museum Admission
Corporate	\$50 annual	Newsletter, Patch, Museum Admission
Supporting	\$100 annual	Newsletter, Patch, Museum Admission, 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

**August Meeting**

Saturday, August 14, 1999  
10 a.m.  
Building 98  
Bangor International Airport  
Bangor, Maine