



DIRIGO FLYER

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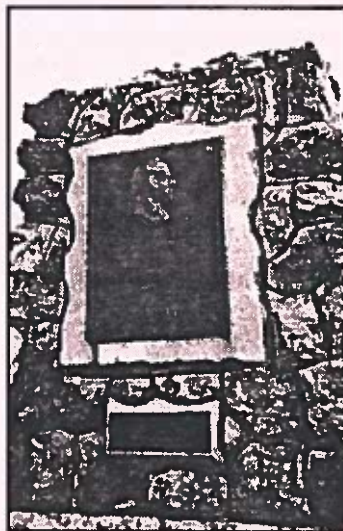
The Short Tragic Life of Pioneer Aviator Merle Fogg

By Charles Francis

When the news reached Fort Lauderdale, all those who knew Merle Fogg were stunned and shocked. That a young man with such potential and so much to offer the community was dead seemed beyond belief.

Merle Fogg, who was the first licensed aviator in Maine as well as Florida and an ally of General Billy Mitchell in his crusade for the large-scale development of military air power, had crashed in an orange grove near West Palm Beach Airport when the controls of his plane failed. Fogg had been flying two student pilots to Palm Beach and had been preparing to land when the controls failed. The crash forced the engine into the cockpit crushing Fogg and one of the student pilots, who died immediately. The other student, who was in the rear, survived. Merle Fogg died several hours later at the Good Samaritan Hospital on May 1, 1928 at the age of twenty-nine years, eleven months and eighteen days.

Friends of the pioneer aviator raised \$1200 to purchase an abandoned nine-hole golf course which became Fort Lauderdale's first airport and was named Merle Fogg Airport. Today, much expanded, it is the site of Fort Lauderdale Hollywood International Airport, one of the premier airports in the world. Walter Houghton, airport historian and Assistant to the Director of Aviation for the Broward County Aviation Department, has a Merle Fogg display in the airport museum, which includes a life-size replica of Fogg to which he added a mustache to make the figure look more like a 1920s barnstormer. In a little park off Las Olas Boulevard, overlooking the New River Sound, is a monument



The Merle Fogg Memorial in Ft. Lauderdale, FL.

Mr. Fogg was killed in his aircraft while attempting to teach a student to fly.



Pioneer aviator Merle Fogg (left) of West Enfield, Maine and aviation stunt man George Sparks in front of Mr. Fogg's Curtiss Jenny airplane, about 1925.

dedicated to Merle Fogg. It is constructed of Florida ojus and Maine granite and bears the inscription "Merle L. Fogg * A Scholar - Soldier - Aviator * First Licensed Aviator in the State of Maine * Pioneer Aviator of Broward County * Merle Fogg Airport." At the Fogg family cemetery plot in Mount Hope Cemetery in Bangor, Maine where Fogg is buried, the family monument has a biplane carved on it in memory of this remarkable man, who in a few short years did so much to advance aviation in both Florida and Maine.

Merle Fogg was born in 1898 in Enfield, Maine to Leslie and Alberta Fogg. When he was asked where he was from, Fogg would always say West Enfield as there were two major population centers to the town: one on Cold Stream Pond, which was called Enfield, and West Enfield, which was on the Penobscot River, directly across from Howland.

Enfield was a town with a rich military history, which undoubtedly had an influence on forming Merle Fogg's character. During the Civil War, when the town's population was 329, fifty-four men joined the Union Army. In fact one man sent his six sons off to fight and then joined up himself. Fogg, himself, enlisted in the Army during World War I but did not take part in any fighting. It was at this time that he had his first exposure to aviation, although he did not fly until several years later. After mustering out of the Army, Fogg enrolled at the University of Maine where he studied engineering. He would not

"Merle Fogg," continued on page 4

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Ellsworth (2001)

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 → August 14, 1999

1. Call to order. The meeting was called to order at the Maine Air Museum, Bldg. 98, at the Bangor International Airport, at 0900 on 14 August 1999. Directors present were Armstrong, Boyle, Brantner, Hurd (presiding), McCurdy, Robertson, Saunders, Sederquist.

2. Presidents Report. None. President Grant not present.

3. Secretary's Report. Secretary Boyle reported on membership responses and newsletter articles, including this issue's lead story on Merle Fogg. July minutes were approved as published in the July newsletter.

3. Treasurer's Report. Charles Brantner reported expenditures of \$85 for postage, \$182 for phone and other expenses, and \$103 for photocopy costs. There was a balance of \$5500 in the checking account. He noted that our net worth currently stood at between \$11,500 and \$12,000. The treasurer's report was accepted as stated. Hurd asked the museum committee for what money would be needed immediately. The committee estimated electrical hook-up and meter activation was \$200-300, newsletter costs at \$300, attorney costs \$100, phone expenses \$300 for a total of about \$1000 for the next 30 days.

4. Lease. Boyle noted that the new tax provisions have been worked out. The lessee will not be responsible for property taxes. Boyle read the new wording. There was some discussion on the lease provision that personal property can be taxed. Discussion revolved around whether or not our aircraft were to be considered personal property. Another point of concern was Article 5b, that there will be at least two assembled aircraft within six months of when we open to the public. There was discussion of when we will sign the lease. Sederquist moved that the Board accept the lease and forward it to Zeigelaar as soon as possible. Seconded, voted 8 yes, 0 no.

5. Building Committee. Al Cormier reported that the water has been turned on. Toilet and urinal work needs to be done. Bangor Hydro is ready to install the electrical meter but has refused to do the hook-up until a full electrical survey has been done. Bangor Hydro has been the most difficult organization to deal with thus far, especially with meter placement. They are charging \$8/ft. for the wire to the meter and are requesting a deposit of \$945.06 at this time.

6. Museum Board. Chichetto passed out a copy of the Museum Board's comments. Chichetto moved that Al Cormier be added to the Board as Physical Plant Manager. It was seconded and passed.

7. Education Committee. This report was skipped at this time.

8. Staffing Report. John Garbinski noted that volunteers are ready to work on the museum as soon as they are given the word to do so. John also noted that the Waterville F-89 will be coming to Bangor but that the Air National Guard plans to install it at their base rather than at the museum. There was some general discussion about this with more promised to follow.

9. Budget Report. Don Saunders reported that a general cost outline is being developed for informational use by fund-raisers. A three-man panel to be headed by Al Cormier will be set up and meet with the budget committee to set up a detailed expense forecast.

10. By-laws Report. Skipped at this time.

11. Fund Raising Report. Don Godfrey was not present. It was noted that little has been done as we are waiting for the lease signing. Sederquist reported on the \$10K contribution offer. There was no further discussion at this time.

12. Adjournment. The meeting was adjourned at 1006 hrs.

The next Board meeting will be at the Greenville Fly-in hanger.

— William Townsend, Recording

Maine Air Museum Report

The Maine Air Museum has taken great strides forward in the last 30 days due to the efforts of those people working on its behalf. A special thanks goes to Al Cormier for his tireless efforts to bring the building on line as our plans take shape. Below are the highlights of this past month's work and the proposed next steps we have planned to take.

1). **The Lease.** With a lot of help from Leo Boyle, our lawyer and the city have worked out the final wording and signed the four copies which have been sent to our lawyer. Once signed, they will be presented to the Bangor City Council for their approval and then a firm copy will be sent back to us. Much thanks to Jules Arel, Don Saunders and Leo Boyle for their hard and long work on this lease. A good job done by them on our behalf.

2). **The Building.** Al Cormier has worked hard and hunted down the people and services needed to bring the building on line and up to code. The sewer is now working and usable, as is the water system. The Bangor Hydro Electric Company has checked our service and Al has paid the fees to them to hook us up to the power grid. Al has also brought in an electrical contractor to check out our internal wiring and panels. We are good to go. The fencing project has been slowly working its way forward. Ed Armstrong had a tip on surplus fencing in Old Town and he and Al worked on the follow up as did Rob Rohr. Calls and follow up letters were sent to Ann Sculley in NH. She is in charge of federal surplus goods in this area and was willing to use her office to help get the fencing released to MAHS for the MAM. She has also advised us she would speak to the people in Augusta on our behalf to help cut the red tape holding up our surplus operation. It has taken a team effort, but hopefully we will get what we need and build the bridges needed for the future with these departments. I have asked Leo to have the MAHS Board of Directors vote to place Al Cormier on the Museum Board with the title of Physical Plant Manager. This title will cover planning and the actual work and repairs on the building and grounds of the MAM. Thanks again

3). **Budgets.** The operating budget has been updated and copies sent to the MAHS Board of Directors. An updated five year plan will be presented shortly and will be used to plan the direction the museum will take, and will be used as a tool for fund raising. Thanks to Bill and Cathy Cook, Al Cormier, Jules Arel and Chairman Don Saunders for their time and effort on this updated set of budgets.

4). **Aircraft.** Rob Rohr has been busy doing the job he has been tasked with. I will give you the highlights of his work on our behalf.

- A). The P2V-3 paperwork has been sent to Sue Bruss at the stricken aircraft department. Once they have signed off on this aircraft, it's ours to move and display.
- B). MAHS/MAM wish list sent to Helen Watson at the Naval Air Museum.
- C). Letter sent to Ann Sculley at D.R.M.O. in Portsmouth, New Hampshire dealing with the fencing and other surplus equipment issues.
- D). Letter sent to Mr. Walter Soplata of Newbury, Ohio in regard to a KC-97G, F-84E and F-84F aircraft which he is going to give away for tax purposes.
- E). A meeting with Mr. Dave Tallichet Jr. about the proposed C-47 loan to the MAM.

Rob has also been working with aircraft owners within MAHS about getting their aircraft at our events and helped bring aircraft to Lewiston and Brunswick. At this time I have asked Leo to place Rob's name before the MAHS Board of Directors to be placed on the Museum Board as Manager of Aircraft for the MAM. His job would be to seek out and acquire aircraft and work with the recovery team people on transportation and set up and with the display people on planning for the space needed for each aircraft and its role in the museum. The Board of Directors would still have final say on aircraft, but those we have would fall under his area of management.

5). **Print.** The museum brochures are done and our thanks to Bill Townsend and Ed Armstrong. I think they turned out well and give the public the information we need them to have now.

Our next projects are the fund-raising committee, getting that task squared away, and setting up the needed work force for that event. We plan on having a signing press day and we will work with the city to see if we can get some of our members to fly their historic aircraft in for that media event. The other task looming large before us is staffing, but we will tackle this as we go along.

In closing I wish to thank all of the people mentioned above and all those others who have helped us reach this point. It has been a solid team effort by a good core group and I for one think myself lucky to have their help in this undertaking.

— James Chichetto, Chairman

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"Merle Fogg," continued from Page 1

pursue a career in this field, however. The lure of flying was simply too strong.

In the fall of 1922, Merle Fogg went to Okeechobee, Florida to learn to fly. Fogg's desire to fly was something the young man's father adamantly opposed. In fact, every time Fogg had mentioned flying, his father had tried to discourage his interest. Therefore Fogg said nothing to his parents of his real reason for going south except that he wanted to winter in a warmer climate. The first Fogg's parents learned of their son's direction in life was when he shipped an airplane engine home. This was in the summer of 1923 just before he flew from Florida to Maine.

After learning to fly in Okeechobee, Merle Fogg spent the first part of 1923 barnstorming all over Florida in a Curtis JN4-D. This was a period when both civilian and military aviation was at a low point. Military pilots were forced to fly obsolete war surplus planes due to budget cuts, and much of the aircraft airframe and engine industry dried up. Former World War I pilots were reduced to flying mail routes or barnstorming. It was with this latter group that Merle Fogg found his first true home and where he made friends with the Florida-based Sparks Family Flying Circus.

Late in the spring of 1923, Merle Fogg wrote his parents that he would be flying home to West Enfield and that he would be joined later by George "Daredevil" Sparks. He intended, he said, to engage in flight instruction and passenger carrying work in his hometown and go barnstorming with George Sparks across the state. By this time Merle Fogg's father had become an enthusiastic supporter of aviation.

Fogg flew from Okeechobee to Jacksonville and from there to Savannah, Georgia. His next stops were Somerville and Rocky Mount, North Carolina. From there, he flew to the naval station at Norfolk, Virginia, Bolling Field outside of Washington, D.C., Mineola, Long Island and then Portland, Maine. The flight from Long Island to Portland took him four hours and thirty minutes. At times the headwinds had been so strong and the fog so thick along the Massachusetts coast that Fogg was literally forced to skim the waves. From Portland, Fogg flew to Bangor, landing in Stroudwater near the State School for Boys. The next day he flew to West Enfield, where his parents hosted a reception in his honor.



Merle Fogg established a flying service in Ft. Lauderdale, Florida during the late 1920s and is pictured here in front of his hangar on 3/18/28.

Merle Fogg made good on his intent to give flying lessons and start a passenger carrying service in West Enfield. In the latter endeavor, he was one of the first pilots to offer float plane service in Maine. In addition he went barnstorming with George

Sparks. There are two interesting stories from Fogg's barnstorming days in Maine. One involves an almost miraculous parachute jump by George "Daredevil" Sparks and the other, controversial general Billy Mitchell.

Merle Fogg and George Sparks had been giving flying demonstrations to appreciative audiences for several weeks at Camp Keyes in Augusta in the summer of 1923. Fogg had taken various city and state dignitaries in his plane and Sparks had done wing-walking and given parachute demonstrations. On one of the last days in Augusta, Fogg had given a ride to a soldier from Camp Keyes who had won an equipment race. The flight had gone well despite the fact that a thick fog had rolled in over the field at Camp Keyes limiting visibility to less than 200 feet. Fogg's final flight was to be an aerobatics demonstration featuring George Sparks. Unfortunately the moisture from the fog got into the engine of the plane. Fogg and Sparks had barely gotten into the air when the plane's engine began to sputter. George Sparks, realizing that the only chance of preventing a crash was to lighten the plane, bailed out at an altitude of 150 feet. Horrified spectators watched as the wing-walker plummeted earthward and struggled to release his parachute, which did not open until he was within a few scant feet off the ground. Sparks landed, chest first, on a rock pile on the Locke farm adjacent to Camp Keyes. Fortunately the only injuries he sustained were massive bruises.

The incident involving General Billy Mitchell took place in Bangor when Merle Fogg and George Sparks were barnstorming at the Bangor State Fair late in the summer of 1923. World War I had served as the impetus for tremendous developments in the American aircraft industry. However, with the end of the war that industry went into a slump. One reason for this was that American military leaders, especially those in the Navy, saw no justification to the arguments presented by flyers like General William "Billy" Mitchell that air power should be a major component of the country's defense system. General Billy Mitchell, who would later be court-martialed and drummed out of the Army for insubordination, was head of the Army Air Service. He was also an acquaintance of Merle Fogg.

General Mitchell believed that the United States needed a strong air force if it was to be able to protect its shores. Part of his plan called for the development of a series of air fields on both coasts to supplement the one major military air base at Langley Field at Hampton Roads, Virginia, and he wanted one in northern New England, which was not surprising given that he had a summer home in York Beach. As a matter of fact, he had narrowed his northern New England site choices to Burlington, Vermont and Bangor, Maine. Mitchell had sent one of his officers to survey both cities and the officer had found two abutting farms on outer Hammond Street in Bangor that would make a perfect landing strip. The only question that remained was when to land in Bangor to gain the greatest amount of publicity.

Mitchell choose the day that Merle Fogg and George Sparks were barnstorming at the Bangor State Fair. In fact he even timed the flight of his planes to pass over the fair at the

"Merle Fogg," continued on next page

same time that Fogg was in the air. What a spectacle the fairgoers were presented! Just as George Sparks completed a parachute jump to the center of the fair's race track and Merle Fogg was circling the fairgrounds, eight Haviland scout planes and sixteen Martin bombers flew by in the greatest air maneuver since World War I. The planes went on to land in the pastures on outer Hammond Street. When Mitchell and several of his officers flew in later, there were twenty-six military aircraft lined up in a quarter mile stretch. Hard as it may seem to accept today, those twenty-six planes represented the bulk of the nation's military air defense at the time. And the fields where they sat, that were chosen by the officer from General Mitchell's staff, would later become Dow Field, site of Dow Air Force Base during World War II and now the home of Bangor International Airport as well as various military elements of our country's air defense system.

Merle Fogg did not stay in Maine long. In 1925 he returned to Florida, settling in Fort Lauderdale where he established the Merle Fogg Flying Service. His hangar and airstrip were north of Las Olas Boulevard. It was the first commercial flying service in the city. His real dream, however, was the establishment of a major airport in Fort Lauderdale.

At the time of his death, Merle Fogg had become one of the most well known residents of Fort Lauderdale and his achievements as a flier had gained him national attention. When a hurricane of devastating proportions hit the east coast of Florida in 1926, Fogg offered his services to his adopted city. He went up over the city in a Wacoland aircraft accompanied by two reporters and provided a complete survey of the devastation wrought by the hurricane.

On another occasion he became the first pilot to land on Andros Island in the Bahamas. Actually it was a forced landing. Fogg had been flying over the Gulf Stream looking for a lost barge when he ran out of gas and had to land or else go down in the ocean. He and his flight companion almost died of thirst before they were rescued by a passing fisherman.

The memorial to Merle Fogg in Fort Lauderdale was formally unveiled on May 1, 1929. Almost the entire city turned out for the ceremony and Fogg's parents traveled south from Enfield. Wilfred Gibson, a close friend of Merle Fogg, dedicated the following poem to the fallen pilot:

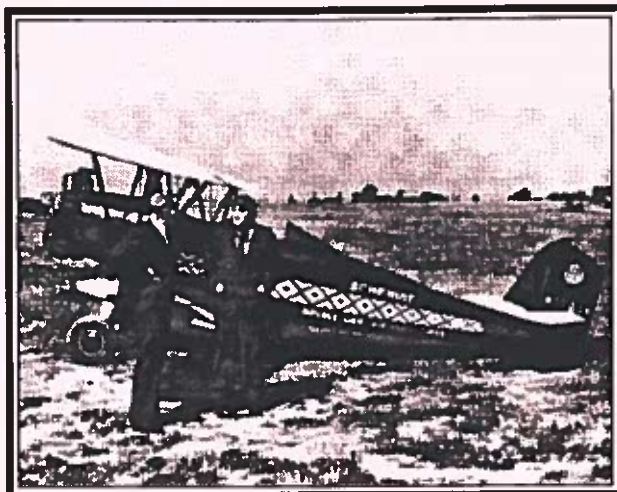


The Fogg monument in Mt. Hope Cemetery in Bangor where Merle L. Fogg (1898-1928) is buried.

He is gone.
I do not understand.
I only know that as he turned
to go, and waved his hand,
in his young eyes
a sudden glory shone.
And I was dazzled
by a sunset glow.

The author wishes to thank Walter Houghton, Assistant to the Director of Aviation, Broward County Aviation Department, and Norman Houle, MAHS, for their contributions to this article.

Mystery Photo Explained



Dear Leo,

It does a lot to rekindle old, and I mean OLD, memories. My first flying lesson was in 1936 in a Fleet biplane at the East Boston Airport (a cinder field at the time). I was in high school and got my private on the Fleet from Inter City Airlines (Bob and Nancy Love). Mostly I flew NC411K and NC62V. Then a couple of years later I did fly NC763V, which I believe is the one in the newsletter, although I am not sure whether the one shown is a "6" or an "8". This was also with Inter City Airlines. Thanks for the memory!

When I flew the Fleet it had no brakes, and no tail wheel — just an old fashioned tailskid. This meant all taxi control was with the rudder, elevator and ailerons. The tailskid provided the drag to stop. It was thus very sensitive to the wind and required a lot of thought (for me at least) figuring out just what controls would work in a particular wind situation. Usually you had to gun the engine a bit to get it started. When my instructor (Frank Kendall, a B&M Airways pilot) got out to have me make my first solo, my attention was so much on simply flying that I gunned it to get going just as he passed behind the tail — yup, I got him good!

The other thing I remember is my first flight after I got my Private. All through training we stayed relatively low, aside from those times when we were practicing spins. I had always hoped to go to 10,000 feet, so I did one really nice fall day. Of course, I flew out over my home in Belmont (just west of Boston). It was great, what a thrill. Unlimited visibility and real cold air (late September or early October). So, I turned the machine around and headed for East Boston Airport — heck, I could see it! Even a kid in high school knew he had to pull the power off to go down 10K. I did, and as the power came off, the oil temperature started down. It suddenly dawned on me that it was much easier getting up to 10K than it was going to be getting back down. We had firm instructions not to let the oil temperature drop below a certain value, and I flew by the book! The only way I could figure out how to get down was simply to spin down to about 3K, and then drive back to the airport. The low IAS in the spin helped prevent the temperature from dropping too much. It worked great.

— Bob Mudge

August Meeting Minutes

The monthly meeting of the Maine Aviation Historical Society was called to order at 1006 hrs. at the Maine Air Museum, Building 98, at the Bangor International Airport. There were 23 members and guests present.

The business aspect of the meeting was dispensed with as this meeting immediately followed the Board of Directors meeting held at 0900 at the same location.

Vice-president Hurd introduced member Carl Sederquist who presented a video tape of the early history of Dow Air Force Base in Bangor. The editor of this tape has offered to donate the film as part of the Society's fund-raising efforts.

Following the presentation, members were invited to tour the building and grounds.

There was no formal adjournment to the general membership meeting.

Let's Chat About Maine Aviation

Dear Fellow MAHS Members,

I was stationed at Dow Air Force Base in Bangor during the Korean War from about March 1951 until later in 1952. I'm interested in all Maine aviation from WWI to the present. My phone number is: (515) 986-0093. Call *collect* and we can chat. Best time to catch me would be approximately 9 p.m. EDT.

— New Member Dean L. Swift
Johnston, Iowa

September Meeting Plans

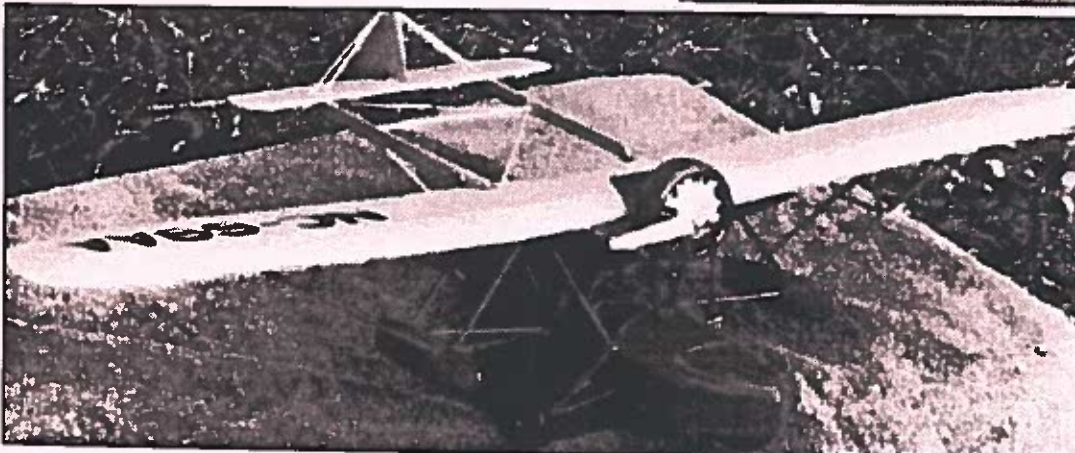
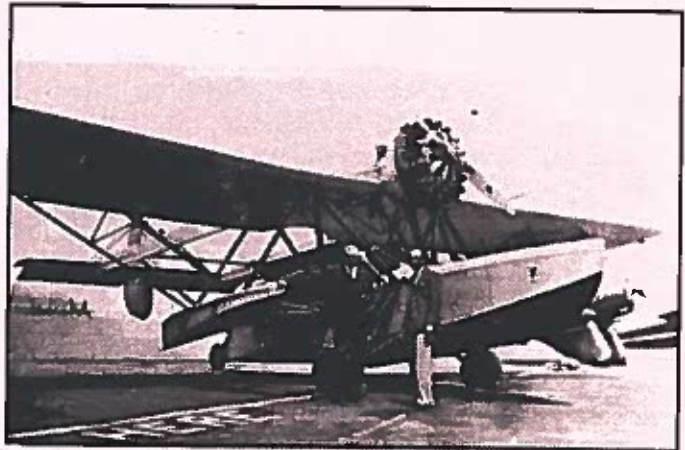
The September meeting of the Maine Aviation Historical Society will be held at Folsom's Hangar in Greenville, Maine about 10 a.m. on Saturday, September 11, 1999. We want you to come and enjoy the International Seaplane Fly-In held there that weekend, watch the activities and enjoy yourself (the weather just has to be great!). We also would like you to help us in setting up and manning our display there. It's amazing the great people you get to meet and talk with, and the stories they can tell which are worth saving for others to enjoy. You can have yourself a lot of fun and give Scott and Jim and Leo a break. We'll see you all there.

Your editor, Leo Boyle, will present his slide show on Maine aviation history on Saturday evening at Squaw Mountain after the buffet dinner (about 7:30 p.m.). This will be an interesting evening with lots of comments and questions and new stories.

There will be a Board of Directors meeting along with the Museum Board at 8:30 a.m. at Bill Robertson's house. To get to his house, you continue through the intersection at the base of the lake as you enter Greenville. This becomes the Lily Bay Road and you continue exactly three miles from the intersection. You will pass the Blair House and go over a crest in the road. On the right, you will see a gravel road with a sign that says Moosehead Isle Estates. Bill's house is the only one on this gravel road with a spectacular view of the lake and more. Bill will serve coffee and doughnuts.

Sikorsky S-39 News

Harry Jones (l) and his Sikorsky S-39
in Bridgeport, CT c. 1936.
(Photo via Harry Jones Collection)



The magnificent 3-foot model of a Sikorsky S-39 donated to the Society by Alexandre Belevich of Atelier Avion in Pennsylvania. Harry Jones of Old Orchard Beach had one, and member Dick Jackson of Rochester, NH is nearing completion on the restoration of his S-39.

Upcoming MAHS Meetings and Calendar of Events

- 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.

Welcome New Members!

305. **Mark Linkovich** (*Crash Sites*)
 82 Iowa Street
 Torrington, CT 06790 860-626-0209
306. **Rodolphe A. Marotte** (*Mechanics*)
 41 Falmouth Street
 Westbrook, ME 04092 207-854-9828
 e-mail: marottr@aol.com
307. **Gary M. Boone** (*Presque Isle Air Museum*)
 136 Canterbury Street
 Presque Isle, ME 04769
308. **Christopher D. Rawls** 207-244-9369
 48 Fernald Point Road, P.O. Box 894
 Southwest Harbor, ME 04679-0894
309. **Dean L. Swift** (*Maine Aviation, Dow Field*)
 5451 Longfellow Ct., #1
 Johnston, Iowa 50131-1796 515-986-0093

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.

Send us your e-mail address today!



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.

New MAHS T-Shirt Available

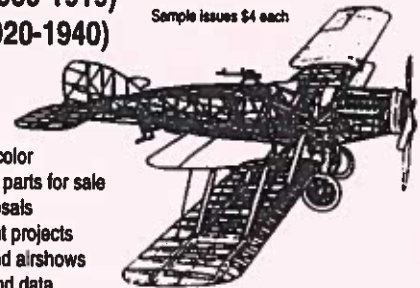
Our new t-shirts are in the works. These t-shirts will have the MAHS logo on the front breast and will feature Roland Maheu and his Cub, the Maine ANG F-101B Voodoo, the Lockheed P2V Neptune of BNAS and, of course, Nungesser and Coli's "White Bird." Now available: Roland Maheu shirt, L and XL only. \$12.00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



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- workshop notes
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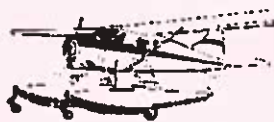
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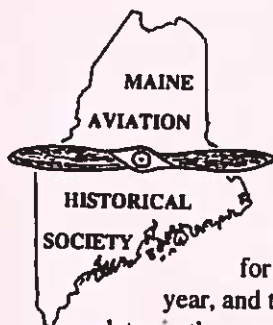
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Maine Aviation Historical Society
P.O. Box 2641
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September Meeting

Saturday, September 11, 1999
10 a.m.

Folsom's Hangar
Greenville, Maine