



DIRIGO FLYER

Vol. V111, No. 1 January 2000

Newsletter of the Maine Aviation Historical Society
P.O. Box 2641, Bangor, Maine 04402 • 207-941-6757 • 1-877-280-MAHS (in state)
We're on the Internet! Visit our new web site at acadia.net/mahs/

MAHS Crash Hike Site and Memorial Dedication

Story and Photos by Jim Chichetto

After a week of sunny weather, Saturday October the 23rd was a rainy day with light winds blowing. During the early morning hours, heavy rains had fallen in the Medway area and a light drizzle was falling as members of MAHS gathered at the Irving truck stop in Medway for the hike. Due to the rain, a smaller number showed up than planned, but those who did had a great time, a little damp, but a good day. A great job of planning and research by Peter Noddin made the day very enjoyable and productive.

We left at 08:15 heading east to the first crash site, the F-101B from the 75th F.I. Sqd. flying from Dow AFB. This aircraft crashed on November 14th, 1962 killing the pilot, Capt. Douglas H. Roe. The RIO, Capt. Charles A. McClead, ejected safely and spent the night in the woods, walking out to safety the next morning. There was a blizzard which lasted four days at the time and Capt. Roe was not found for four days. He died at the impact site after a late ejection from the aircraft.

The site today is in thin woods with many small trees and a stream nearby. There is a large water-filled crater where the aircraft hit the ground at an almost 90° angle. One engine and much of the aircraft was blown into small parts scattered all around the crater. Seeing one jet engine which is one-third of its normal length gives one the idea of how hard the impact into the frozen ground was. After the group checked out the parts and aircraft debris in the area, we placed the marker on a small bit of high ground beside the crash crater. Now when people visit this site they can read the marker as they look out over the scattered remains and know what happened, when, and who was involved. After the marker was in place and a flag planted, Derrick Grant read a passage from the Bible and offered a prayer to dedicate this site, and to remember Capt. Roe. After the dedication we headed back out to the trucks and started to dry out as we headed up toward Sherman.

We were running ahead of our planned time frame so we took the time to eat and warm up and dry out at the Irving truck stop in Sherman. We switched riders between legs of the trip so all the people had a chance to visit with the other members as we traveled down dirt roads and drove through the woods. The rain had filled the puddles and some streams were running high

and some were flowing over the road in places. It made for an interesting drive and one did have to pay attention to the road since rocks and holes were hidden by the water. The driving was an adventure in its own right, but we all had fun and no one got stuck, bottomed out or dented anything. Only one wet moose was seen by folks as we drove the distance between the sites.



Peter Noddin and Jim Chichetto
at the USAF F-86A crash site.

The second site we hiked into was the F-86A Saber which had crashed on March 10th, 1952. The pilot, Capt. George C. Thomas, age 32, died in the crash. Capt. Thomas had flown in WWII and stayed in the Air Force. He had just finished a tour of duty in Korea flying F-80 jets on ground support missions and was almost qualified to be alert-ready in the F-86 at the time of the crash. This aircraft hit the ground along a rocky hillside and the impact tore the jet apart. The engine slid further down the slope as did some parts of the airframe. The tail and nose were higher up along with parts of the cockpit. Colors and markings were still bright, very few large parts did not show evidence of the hard impact. Most of the metal is twisted and torn. It takes time to look at it and figure out what part of the aircraft you are looking at. The gun camera lens and one gun port were intact and looked almost new. Few parts looked as good, most were damaged beyond repair, some beyond recognition. It was a hard sliding crash onto a rocky ledge with small hardwood trees.

"Hike," continued on page 3

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ASSOCIATION OFFICERS

President
Scott Grant (#70)
Box 17632, Portland, ME 04112
207-775-3404
e-mail: sgrant7777@aol.com

Vice President
Peter Hurd (#176)
P.O. Box 1005
Houlton, ME 04730-1005
207-532-2823
e-mail: n1ss@ainop.com

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

Treasurer
Charles B. Brantner
1051 North Main Street
Winterport, ME 04496-3417
207-223-5335
e-mail: cbbjvb@javanet.com

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Ellsworth (2001)

Monthly meetings
are held at 10 a.m.
on the second Saturday
of each month
at various locations.
See schedule for details.

→ → → Maine Aviation Historical Society → → →

January Meeting

The January meeting will be held at 10 a.m., Saturday, January 8, 2000 at the Maine Air Museum Building on the Bangor International Airport. Al Cormier promises the building will be warm and we will have an interesting program for you to enjoy.

At this meeting we will have an introduction of the new officers whom you have just elected to serve in the year 2000. They, and the new board members, will also be installed.

Immediately following the program, there will be an important meeting of the Board of Directors. Carl Sederquist and Bill Townsend have had a meeting with a professional fundraiser and will report. When we engage this professional, we will need a corps of about 25 people who will work with the fundraisers for the next 18 months, part time, to raise this money for our museum to become a reality. We also will need to raise about \$20,000 to fund our campaign for the first year. Now is the time for all believers to step forward with their time, energy and donations to get our campaign off to a flying start, assure our take-off and maintain a high altitude. I look forward to seeing all officers, board members and regular members (who are urged to attend this board meeting) ready and eager to move forward.

We will also be firming up the Museum Plan and real and projected expenses and income. If time permits, we will be discussing projected revisions of the by-laws.

Donations

At this time we would like to acknowledge some of our recent donations, and thank these people:

Member Robert D. Day, the sign man of Carmel for donation (making and installing) of the Maine Air Museum sign on the museum building.

Member Carl Sederquist (Quest Telecom) of Ellsworth for donation of all the supplies needed for our Media Open House, plus the vegetables and dip, and the donation of a fire extinguisher for the museum building.

Member Charles Stickney for donation of World War II U.S. Navy helmet, earphones and microphone.

"Notes," continued on page 4

Maine Aviation Historical Society Statement of Cash Receipts and Expenditures for November 1999

GENERAL FUND

Cash received	
Dues	90
Total receipts	<u>90</u>
Cash expended	
<i>Dirigo Flyer</i>	358
Acadia Net	60
Postage	113
Printing	554
Telephone	65
Utilities	47
Building Costs	87
Aircraft Display Costs	81
Total expended	<u>1,365</u>
Excess of Income (expense)	(1,275)
Cash balance beg. of month	\$2,658
Cash balance end of month	<u>\$1,383</u>

RESTRICTED FUND

Money Market account	
balance beginning	\$8,178
interest earned	31
Money Market account	
balance ending	<u>\$8,209</u>
Total cost of building to date	
cash	\$2,206
donated sign	948
Total	<u>\$3,154</u>

In August \$5,000 was transferred to the checking account from the donations made which were to be used for fundraising. This amount represents an interfund loan which should be repaid. The value of additional items donated for the building and aircraft displays has not yet been determined.

Charles B. Brantner, Treasurer

"Hike," continued from page 1

We selected a site for the marker and had to rock it in place, there is not much soil at this site. The marker sits up near the top of the crash site and you can stand there and see much of the site while reading the marker. Peter Noddin read a passage from the Bible and gave a short prayer to dedicate this site. The rain had let up a lot and for a moment the woods was quiet and almost still. The walk back out seemed shorter, but the water was deeper. Once again we were all wet, but with the heaters blasting we soon felt warm and dry as we drove over the roads toward the third site near Stacyville. En route we stopped by the east branch of the Penobscot and looked at the raging white water, very chilling and gray, as it went rushing down toward Millinocket. A bear had walked the river's edge not long before we stopped, the tracks in the soft sand were still very well defined even in the falling rain. He hadn't been there long and we decided it was time to drive on. A broken plank in the bridge gave us some thoughts as we drove over the wooden planks above the raging water but we made it over and were off again on what Peter called the better roads.

After a long and watery drive we arrived at the parking area nearest to the "Sea Fury" crash site. The rain had let up and stopped for the most part, a fine drizzle would come and go, but we hardly noticed it. As with the two other sites, we gathered around before going into the woods to hear a short briefing on the site and what had happened to this pilot and aircraft. Peter gave these and his knowledge of the site and events was excellent. Knowing what we were about to see firsthand allowed us to enjoy it more and better understand the site.

The Hawker "Sea Fury" was the oldest crash site we visited on Saturday. It dates back to June 30th, 1950. The aircraft was flying across Maine en route to its home base at Shearwater, N.S. Heavy storms and low clouds made flying conditions bad and the pilot was seen flying in all directions trying to dodge the storm systems between the mountains. At some point he realized he was not where he needed to be and his fuel was running low. He may have been dropping into holes in the clouds to try and get his ground bearings or to find a place to set the aircraft down. A short time before he crashed he dropped down out of the low clouds and almost hit the roof of a fire tower. The fire ranger was sitting inside reading, it was a cool foggy day with no view and he was startled when this aircraft appeared suddenly out of the low clouds and just missed his perch and then pulled up into the clouds. In a second he was alone again but shaken badly by the near miss. Lt. Hare was most likely looking for a place to set the aircraft down when he either ran out of fuel or just got too low and clipped a tree. The aircraft slammed nose down into a rocky hilltop and came to a stop. The speed of the flight coupled with the sudden stop destroyed the aircraft and killed the pilot instantly. A crater beside a large rock marks the impact and final resting place of this



aircraft. Most of the engine is a short distance away, torn free by the impact, but not going far. Some parts of it are in the crater along with the propeller hub. The tail and propeller sit near each other among the scattered debris. The site is very small and compact compared to other crash sites. The force of the crash was evident to all. Some hikers who had never seen a crash site were stunned by the sheer destruction of the airframe. They expected to see a wing torn off and a cockpit section that you could easily identify. The site got to them and brought home the cost in human life when an aircraft stops flying and crashes to earth.

We set the marker up near the crater and gathered for a picture before Derrick said a short prayer to dedicate this site. Of the three sites we had visited, this site was the most complete. Just about the entire aircraft was still on the site, it just isn't recognizable as a "Sea Fury" any longer. It is no longer a graceful soaring thing of beauty in flight, it has been reduced to a large pile of scattered debris and twisted metal.

We headed out to our trucks and made it back to Medway before dark. It was a great adventure, we did get wet, but we had fun and accomplished the job we set out to do, marking the sites for the future and to help preserve them. I would like to thank Peter Noddin for doing the ground work and leading this hike, and for having the plates engraved. Jim Chichetto mounted them on the markers and Vic Kraft and Jim Cogle brought the flags. Thanks go to everyone for the fun and sharing equipment and photos. It was a good day and we plan on revisiting these sites next year, hopefully on a warm and sunny day.



Jim Cogle of Fredericton, New Brunswick and the MAHS marker at the RCAF Hawker "Sea Fury" crash site, 10/23/99.

See page 6 for a reprint of "Aviation Archeology" that appears in the MAHS press kit accompanying this event.

Vic Kraft at RCAF Hawker "Sea Fury" crash site, 10/23/99.

"Notes," continued from page 1

Members **Jim Chichetto** and **Rob Rohr** for preparing and bringing the finger sandwiches for the Media Open House.

Member **Rob Rohr** for going to Rhode Island and bringing the Quonset Air Museum's donation of the Stinson 10A to the museum building for the cost of gas and tolls.

Avemco Insurance Company and Member **Dan Bilodeau** for the donation of the Luscombe 8A to the museum.

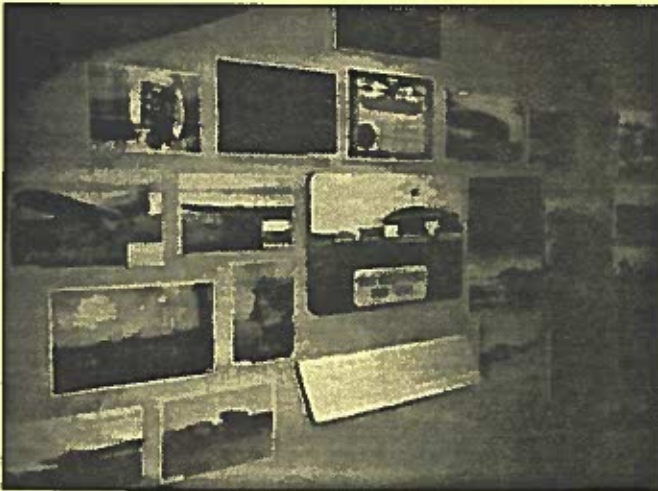
Renewal Dues Due

January 1 is the date for sending in your dues for the year 2000. Please send your dues in as soon as possible to avoid missing any newsletters. If there is a date (month/year) on your address label, your dues are not due until the date on your label (mostly members #305 and up). Take a moment to consider raising your level of membership to help our museum grow. Dues were raised this year as a good part of your regular dues goes to cover the expenses of producing and mailing the *Dirigo Flyer*.

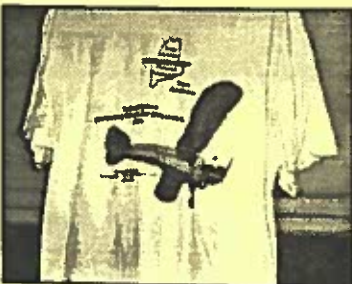
We would like to acknowledge our appreciation to three members who recently upgraded their memberships to Life Members and paid in full:

- #218 Carl Sederquist, Ellsworth
- #18 Donald Godfrey, Yarmouth
- #80 O. William Robinson, Portland/Greenville

If a few more members will join them, it will help to put your museum on a firmer footing. A renewal membership application is enclosed with this issue.

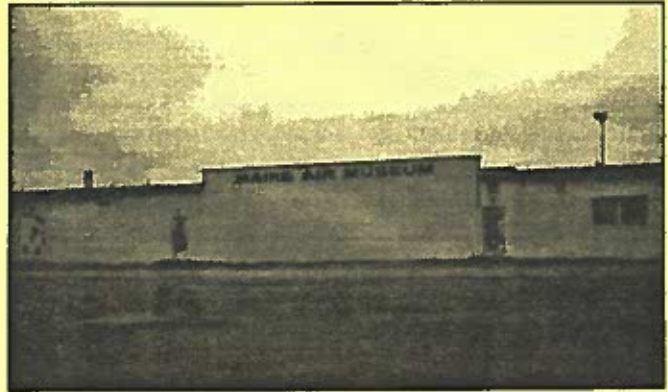


A view of the new Presque Isle Museum in the terminal in Presque Isle.
(Dick Johnson Photo)

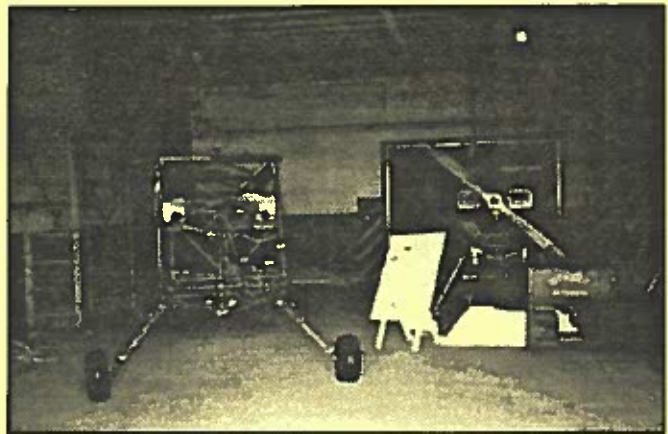


New MAHS T-Shirt Available

Our new t-shirts are ready! These t-shirts show the MAHS logo on the front breast and 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 in L and XL only. \$12.00 plus .66 tax (in state) and \$2.00 postage.



The new sign on our building made and donated to the museum by Bob Day, the signmaker of Carmel. Great job! (Jim Chichetto Photo)



The Stinson joins the Luscombe 8A in our building. The Luscombe was donated to the museum by Dan Bilodeau's Insurance Company, Avemco Insurance Company. (Jim Chichetto Photo)



George Tinker and Ed Armstrong look over the Stinson 10A donated to the museum by the Quonset Air Museum and transported by Rob Rohr. Volunteers are needed to restore this aircraft in CAP colors.
(Jim Chichetto Photo)

The Ultimate Cross Country Training Flight: Part III

By F.E. "Ed" Maliar

As mentioned in "Flying for Flowers" (*Dirigo Flyer*, December 1999), the successful transport of exotic plants and flowers from Kansas to New York via a 99th Bomb Squadron B-18A made Major Sam Connell more amiable than ever. The 99th Squadron executive officer and squadron adjutant, Capt. F. R. Upthegrove and Lt. J. E. Shock respectively, were avid duck and goose hunters and were constantly arguing whether Austin, Minnesota or the south shore of Long Island, New York had the best hunting areas. One day, while on a local training flight, these two were flying my B-18. Lt. Shock said to Capt. Upthegrove, "The old man thinks you walk on water since that Fort Leavenworth flower flight. Why don't you see if he'll let us fly out to Minnesota and I'll show you some real duck hunting?" The captain said ok, he'd ask as soon as we got back to the base.

In the latter part of September, Capt. Upthegrove, Lt. Shock, PFC John Poulos (radio operator) and I took off very early one morning, flew to Kankakee, Illinois, gassed up at the Chanute Field Air Base and continued on to Rochester, Minnesota. Major Sam had allowed for one day New York to Rochester, two days visit home and rest in Austin for pilot and copilot, and one day return to New York. However, Rochester, Minnesota is where the Mayo Clinic is located and because of

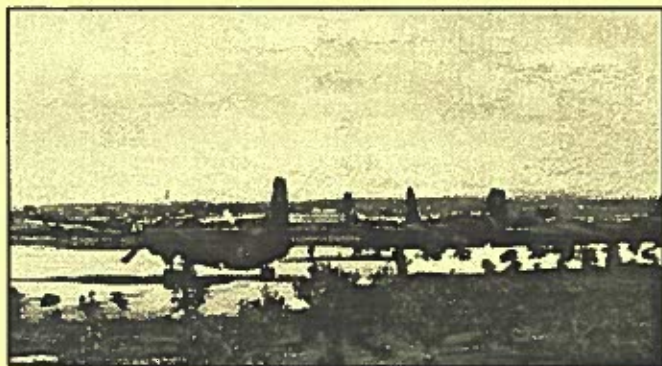
that, the normal ratio of women to men is 12 to 1. But that was the week of the Midwest USA/Canadian Nurses Convention in Rochester, which drove the ratio to 19 to 1, not to mention that the duck hunting was great beyond belief.

Capt. Upthegrove contacted me at the FBO office at Rochester saying he had got an extension on our return ETA at Mitchell and hoped that John and I weren't bored out of our skulls. I didn't tell him when he called about the nurses convention, but when he and Lt. Shock arrived in Shock's father's car, they had heard and read about it in the papers. They both cussed out John and me for not alerting them so they could knock off hunting for ducks early for another kind of hunting.

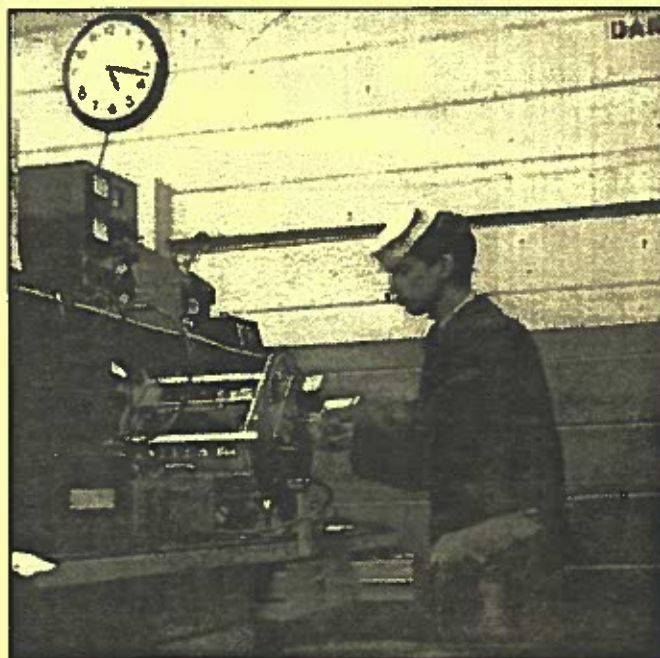
The airport in Rochester at that time was small with no paved runway, just grass, but long enough for DC-3s and B-18s and was closer to town than the present day airport. John and I never had so much attention paid to ourselves. The B-18A was a drawing card, especially when I invited four nurses into the cockpit while I ran up the engines, since the biggest airplane based there at the time was an Aeronca Champ.

All I can say now that I'm in my early 80s is: *Those were the days!*

Scenes from Morocco . . .



North American AJ-2 Savages at the Naval Air Facility, Port Lyautey, Morocco. (Carl Sederquist Photo)



Life member Carl Sederquist on duty at Port Lyautey, Morocco in December 1955. (Carl Sederquist Photo)

FUN VOLUNTEER OPPORTUNITIES Winter 1999-2000

We need volunteers to work on the Maine Air Museum Building 98 at Bangor cleaning up, painting and repairing the display building and aircraft restoration. We also need project leaders for each of the aircraft we are restoring. Contact Al Cormier at either MAHS telephone number listed on the masthead or Jim Chichetto at 207-269-3281 evenings. Call today!

Aviation Archeology

Aviation archeology is the process of researching, locating, documenting and preserving historic aircraft crash sites. Maine has hundreds of such sites. "Archeology" in this sense does not refer to digging and removing material from the sites. In fact, the goal is to prevent further obliteration and pilferage of such sites. Many have been heavily picked over and some have completely disappeared over the years due to persons not aware of the historical significance of the sites removing souvenirs and scrap metal.

In rare cases, material may be removed, with proper legal authorization, for a couple of reasons. Some rare aircraft, in restorable condition, can be placed in museums for people to appreciate. In some cases, wreckage is in danger of obliteration due to road construction or other development. Especially in foreign countries, expert excavation is sometimes necessary to help solve "aviation mysteries" such as current efforts in Europe and Asia to locate the remains of servicemen missing

in action. The more famous aviation archeology efforts, such as the search for Amelia Earhart and the "White Bird" (which MAHS members are involved in) will probably require organized excavation to solve for future history books.

In the Katahdin Region alone, 15 U.S. and Canadian military aircrew lost their lives in accidents during the World War II era, and 11 lost their lives during the Cold War Era. In many cases these incidents have been mostly forgotten or confused with each other as the years have passed. It is our goal to honor those who died in the service of their country by collecting written histories, interviewing witnesses, working with landowners to designate crash sites as "special areas", and by erecting memorials as we are doing today.

Note: This explanation of aviation archeology is reprinted from the press kit accompanying the MAHS crash site hike and memorial dedication effort on October 23, 1999.

Information, Please . . .

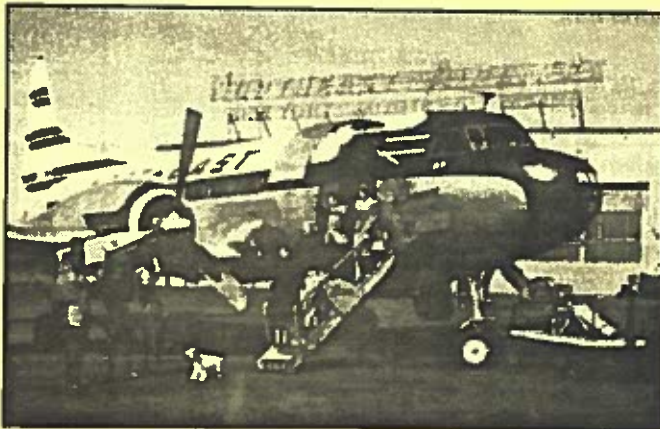
Does anyone know about this Fairchild PT-19 shown sitting in a field around Lyman about 1947?

Who owned it, and where might it be now?

Photo via Bill Robertson

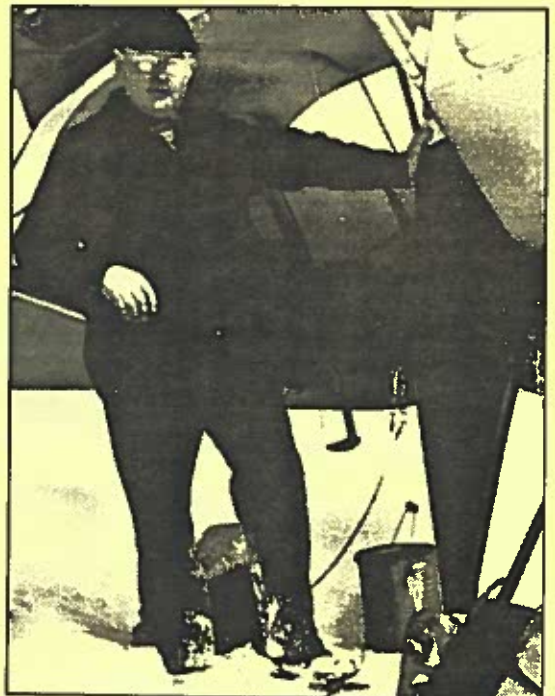


Two for the Road



A publicity shot shows a 40-passenger Conair 240 of Northeast Airlines in front of the Northeast hangar at East Boston Airport in early 1949. This was the first of 10 Conair liners owned by Northeast. (*The Yankee Flyer, reprinted with permission*)

Robert "Bob" Bacon and his State of Maine Aeronca 15-AC sedan at the Brewer Airport in the winter of 1949-50. Bob now lives in Hampden, Maine. (Norm Houle Photo)



Upcoming MAHS Meetings and Calendar of Events

January 8	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
February 12	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
March 11	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
April 8	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
May 13	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine; pot luck lunch at Antique Auto Show.
May 28	All Day	Blue Angels Air Show, Maine Air National Guard Base, Bangor, Maine.
June 10	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
July 8	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
August 12	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
Sept. 9-10	All Day	MAHS Meeting, Greenville Seaplane Fly-In, Greenville, Maine.
Sept. 30, Oct. 1	All Day	75th F. S. Reunion, Bangor, Maine.
Fall 2000	All Day	Air Force Association Cold War Symposium.
October 14	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
November 11	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
Nov. 2000	All Day	Cole's Land Transportation Museum Reunion.
December 9	10 a.m.	MAHS Meeting, Maine Air Museum Building, Bangor, Maine.

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

324. **James W. Evans** (*Lt. Col. USAF, Retired*)
424 Hammond Street
Bangor, ME 04473 207-947-8803
325. **Capt. F.P. Covie** (*AAL, Retired*)
(*Cubs, Boeing Jets, Aerial Photography*)
P.O. Box 740
Ossipee, NH 03864-0740 603-522-6161
326. **Carroll A. Spencer**
320 South Main Street
Old Town, ME 04468-1726 603-827-5244
- 327F. **Jerry and Diane Haslett**
134 Cumberland Street
Bangor, ME 04401 207-947-1892
- 328F. **William R. Junkins**
12 Clay Street
Lincoln, ME 04428 207-794-6230

329. **Arthur F. Wood** (*Pilot, Mechanic, Woodworking*)
76 Davis Road
Eddington, ME 04428 207-843-6020
- 330 **Keith Giles**
401 Nadine Drive
Pembroke, NH 03275-3117 603-485-3020

E-Mail Address List

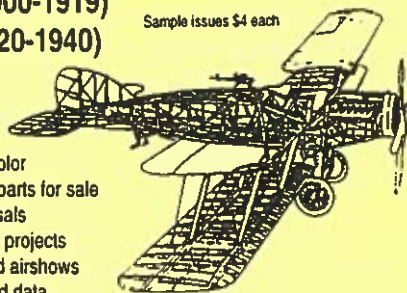
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Arthur Wood awood@aol.com
H. Bud Singer bsinger@town&shore.com
William R. Junkins pedro@linc-net.net

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 aviation issues and happenings.

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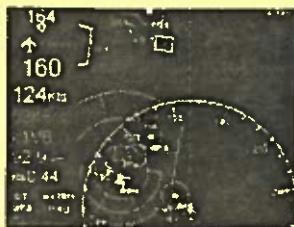
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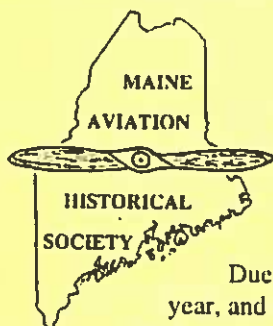


John Miller

115 North Rd.

Newburgh, ME 04444

(207) 234-2777



2000

MAINE AIR MUSEUM MAINE AVIATION HISTORICAL SOCIETY MEMBERSHIP FORM

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Mail payment to:
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Membership	Dues	Benefits
Student	\$12 annual	Newsletter, Museum Admission
Regular	\$25 annual	Newsletter, Patch, Museum Admission
Family	\$35 annual	Newsletter, Patch, Museum Admission
Corporate	\$100 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

January Meeting

Saturday, January 8, 2000

10 a.m.

Maine Air Museum Building 98
BIA, Bangor, Maine