



DIRIGO FLYER

Vol. VIII, No. 10 October 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/

Old Orchard Beach: Beginnings to Old Glory, Part II



By Frederick R. Hamlen

My scrapbook is laden with newspaper headlines hailing the famous May 20-21, 1927 solo flight of Charles A. Lindbergh "The Lone Eagle"—an appellation which Lindbergh cordially detested. After he returned to America with the "Spirit of St. Louis" he programmed himself to make a long country-wide tour, going from city to city to "talk up" aviation. The second stop on the trip was to be the newly completed Portland Municipal Airport, situated barely six miles to the northwest of Old Orchard Beach.

On July 24th he attempted a landing at Portland only to find it socked-in with heavy low lying fog. The throngs, knowing his schedule, had arrived way ahead of time and were waiting with huge anticipation. They heard his Wright J-S moving back and forth overhead, and finally off towards the southeast where Lindbergh already knew that the beach was a viable alternate airport. There was a mad rush for the cars as everyone knew what Lindbergh was going to do. They missed the landing and so did I, but my cousin Joe did not, and he has many times over, during our kibitzing, told me what happened that day.

The "Spirit of St. Louis" appeared over the Pine Point end of the beach, lowering as she came on. Lindbergh slowly flew the beach, not to draw attention to himself but to scan carefully for any beach strollers and to search for any obstructions which might bring him to grief. Upon reaching the vicinity of the pier he made a left hand turn, out over the water, and returned in the

direction of my grandfather's place. The engine was idled and the plane made a sharp nose-down turn, again to the left and about 200 feet away from Joe. There was one brief "slip" to lose speed and to have a last glimpse from his blind cabin for any errant strollers. Then the plane was snapped into a straight glide and gently landed just a short way beyond. It stopped its roll only a brief taxi from Harry's hangar.

Cousin Joe, who was then about eight and certainly aviation wise enough to appreciate many of the hallmarks of expert aircraftsmanship, said that the touchdown was a real "grease job," as only a slight squeal from the tires was to be heard. Before rushing down to the hangar he stopped to inspect the point of touchdown. He found two completely similar tire marks, and dead center of them the start of a long tail skid mark.

Lindbergh, because he was one superb aircraftsman (and Harry Martin Jones was close behind him), knew everything about engines as well as airframes. And when forced down he was able to work rapidly and deftly to get at the root of his plane's trouble. On one occasion, so I have heard, he was forced down en route to some black tie function in his honor, finished the necessary repair work and was up and away without getting the slightest smudge on his unprotected dress clothes.

At Old Orchard, Harry Jones and Bob Hazzard hosted him while a throng from all around the area feted him as he stood smilingly and waved from the balcony of a house on the main

OOB, continued on page 4

Dirigo Flyer is published monthly by the Maine Aviation Historical Society, a non-profit (501c3) corp. P.O. Box 2641, Bangor, ME 04402
web site: acadia.net/mahs/
telephone: 207-941-6757
1-877-280-MAHS (in state only)

ASSOCIATION OFFICERS

President

James P. Chichetto (#5L)
RR 1, Box 1730, Etna, ME 04434
207-269-3281
e-mail: jimF84F@aol.com

Vice President

James McCurdy (#206)
152 DeWitt Ave., Bangor, ME 04401
207-990-4480
e-mail: cessna386@aol.com

Secretary

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

Treasurer

Charles Brantner (#287)
1051 North Main Street
Winterport, ME 04496-3417
207-223-5335
e-mail: cbbvjb@javanet.com

DIRECTORS

Ed Armstrong (#166L)
Hampden (2001)

Herman Bayerdorffer (#163L)
Guilford (2000)

Alfred Cormier (#196)
Bangor (2002)

John Garbinski (#245)
Bangor (2000)

Peter Noddin (#295)
East Millinocket (2000)

Carl Sederquist (#218L)
Ellsworth (2001)

William Townsend (#101L)
Bar Harbor (2000)

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

See calendar for details.

MAHS Board of Directors Meeting Report September 16, 2000

Special Meeting

The Special Meeting to handle Rob Rohr's appeal was held today at the place and time stated by the President to the Board and printed in the newsletter. Mr. Rohr chose not to attend. After a short explanation to the article, Mr. Armstrong asked that the assembled group be given a chance to vote on this motion as a way of showing their feelings about this issue. A vote was taken and all those who voted supported the Board, and that ends Mr. Rohr's involvement with the MAHS.

Committee News

Fencing: A two-person committee made up of Al Cormier and Ed Armstrong will finish the fence project. John Garbinski can have the Huey delivered ASAP once the fence is in place.
Fundraising and Nominations: Carl gave us a talk on the fundraising status and outlined the next series of jobs they have to do. Carl is also in charge of the nominations this year. Jim Chichetto informed the membership that he is not seeking an elected office for this next year.

Jim Evans Talk

Jim Evans gave a talk on flying in F-89s and the use of the Nordian bomb sight. It was an interesting meeting and we enjoyed his many details of USAF life and flying.

Nominations for Officers and Board of Directors Maine Aviation Historical Society/Maine Air Museum

Carl Sederquist is in charge of nominations for the officers of the MAHS/MAM. Nominations should be e-mailed to Mr. Sederquist at csederquist@questele.com or mailed to him c/o MAHS, P.O. Box 2641, Bangor, Maine 04402. Please make sure that your nominees are willing to serve.

The following officer positions are open for nominations for election or re-election for two year terms:

President
Vice President
Membership Secretary
Recording Secretary
Treasurer

The following Board of Directors positions are open for nominations for election or re-election:

Herman Bayerdorffer (3 years)
John Garbinski (3 years)
Peter Noddin (3 years)
William Townsend (3 years)
Vacant (2 years)
Vacant (1 year)
Vacant (1 year)

Please give serious consideration to running for an office or a position on the Board. We need positive, dynamic leadership to carry the Maine Aviation Historical Society/Maine Air Museum ahead in the next few years. This is a critical period in our growth and you can help lead us into a great future. If you feel you can be one of these leaders, don't be bashful about your nominations. Ballots will be in next month's *Dirigo Flyer* and the new officers and directors will be sworn in at the January 2001 meeting.

President's End of Term Report to the MAHS Membership

For eight and a half of the last ten years I have served either as Vice President or President of the MAHS. In that time I have worked hard with many good people to further the goals of the MAHS and help found, grow and build the MAHS. With the help and guidance of Leo Boyle and others, we have come a very long way in our drive to preserve and document Maine's aviation history and to save it for the future generations. It has been fun and enjoyable most of the time, a learning experience which made me happy and filled a need to learn about Maine's history and to help pass it on and share it with others. I have had many good people who have shared the work and challenges with me as we grew. Many are still active with the MAHS and others have faded away to do other work due to health or other issues. All offered something, some gave time, others money and labor, some just support. No matter what they had to offer, all taught me something and for that I am happy to have known and worked with them.

The years have flown by and I have reached a point in my life where I need to slow down a bit and take some time for me. I am going through the time period when I need to decide what challenges I want to accept and what goals I want to set for myself now my family has grown and my life is once again my own and my time can be used for whatever I want. It's time to sit back a bit and do that reflection and planning for the next phase of my life.

These past few years have taken a heavy toll on my spare time and energy working for the MAHS and trying to keep the MAM plans and ideas moving forward. The hobby I so enjoyed has become a long unending string of meetings and deadlines, plans and revisions and more than a few disappointments. I have watched many good people work hard, drive themselves to finish their part of a project and then step back or drop out of the MAHS. The reasons vary from frustration to ill health and just plain not having fun anymore.

Five years ago our membership endorsed the idea of building a museum. Studies were done, land checked, building and legal issues were dealt with. At each step we had a dozen people start up the path with us and only one or two were still there at the end of each phase. After a while we still had good vocal support, but less actual support. Most folks talked a strong game, but many have yet to step forward and do their part. The time wasn't right, or we were not doing it just the way they wanted, etc. The reasons they gave were many, their advice and ideas were listened to and acted on, but still they stood back and watched and waited. Others took on tasks and then didn't finish them or in some cases even start them. A month or two after an idea was floated and jobs passed out we found out that one or two folks had not done their parts and we lost a lot of time and energy going back and doing those jobs which had not been done. Each time forward production slowed due to someone bailing out on us, be it building work, fundraising or just research, and those left behind felt frustrated and let down. We all understood family, work and time demands, but after a while it cut into our will to carry these tasks forward.

I think these last two years have been a series of highs as we achieved goals and lows as people failed to do their parts. After a while, you get hardened to the failures and just keep focused on the goals, but it does wear one down. That's where I am now, worn down and tired.

I am pleased with the building, land and work we have done this past year. I am also upset and disappointed at the lack of help and leadership displayed by some officers, board members and some folks within the general membership. Yes, we had a problem with one disruptive member, but we have dealt with it. Yes, we need more land, but that will come as we show we need more by filling up that which we have. Yes, we have not had a huge fundraising drive yet, but we have raised awareness and public support by our work, displays and articles in the press. Yes, we can and should be doing so much more. Each week people call me with good ideas and want me to make them happen, but we are a volunteer group and just thinking up ideas does not translate into a working idea and ready force to make it work. We need bodies to do the work, painting, making displays, building the shops and adding the details to our five year plan, and to write grants, etc. We have many jobs left unfilled because our membership has not made a commitment to build the museum it keeps talking about.

A handful of people have done most of the work this last year and half and most of us are tired and becoming more frustrated at those folks who are quick to point out things we haven't done, but who have yet to do anything to help move us forward. Folks, talk is cheap and wishes are many, but work is what is needed to make these goals come true. Carl keeps asking for money, we keep passing the hat to buy paint and using our vacation time to work on the building and projects. We have come far but need your help and support to turn the corner here.

We need about \$60,000 to redo the roof, upgrade the furnace system and doors, etc. so we can work on displays this winter and be ready to open in the spring. We need it now, we have run low on money and the weather is getting cooler and we need to get moving faster. It's up to you, each of you. Ask yourself, do I want this museum to keep going and open in 2001? Once we open, then we can dream of the bigger building, more land and a museum we can all be proud to call our own. This is the last time I will ask you to volunteer your time, money, labor and help.

The next president and board will have to work with those of you who truly care. I hope you all stop and think about this. You have the talent in business and life to fill the leadership needs and to make this museum come alive. You said it's what you want, now is the time to step up and make it happen. Run for office, bring your ideas and skills to support the MAHS and the MAM. It's your turn folks.

I wish you well and thank you all for your help in these past years. It's been interesting.

James Chichetto, President
Maine Aviation Historical Society

OOB, continued from page 1

street in town. He then made a brief speech on behalf of aviation. On July 25th he was again at the hangar and at low tide departed just as he had arrived, immaculately dressed in a dark pinstripe suit and highly polished shoes.

The summer of '27 was half gone, but the people of the beach, especially The Kid, could hardly have known that the aviation "fireworks" hadn't really even begun. On August 25th, a bright yellow plane appeared at the beach from out of the southwest, turned slightly toward Prouts Neck, then to the left again and took dead aim on the Hamlen house. Cousin Joe saw the plane bank sharply not far over his head and settle on its "final" down to the sand. The rollout ended just about at the hangar. The plane turned and was driven high up into the dry sand. This was the "Pride of Detroit," a Stinson SM-I, and its crew consisted of Ed Schlee, an air-minded Detroit businessman, and Billy Brock, a highly skilled ex-air mail pilot. The plane had been the first SM-I built and had been flown to victory in the 1927 Ford Air Tour by Eddie Stinson. It was then sold to Ed Schlee and named "Miss Wayco" by Schlee inasmuch as he had just formed the Wayco Flying Service. Shortly thereafter he announced plans for an attempted around-the-world flight, had the plane modified for long distance flying, rechristened it "Pride of Detroit" and signed Billy Brock as his pilot.

When she flew in at the beach, the name was emblazoned in huge block letters on the rear of the fuselage. Additionally, the original name appeared within an attractive little logo just below the pilot's cockpit, and the huge numerals of the registration number, NC 857, were stunning on the upper right and lower left wings. The name and number were all in black lettering on the bright yellow plane (per a March 1976 letter from Randy Mason of the Ford Museum in Dearborn), each letter having a white outline.

The enthusiastic crew, after having been hosted by Harry Jones, returned to the hangar early on the morning of the 26th. They taxied the "Pride of Detroit" up to the vicinity of my grandfather's, turned around and left for Harbour Grace, Newfoundland where they would take off for England, and then continue around the world. In the event, the flight was terminated in Tokyo on September 14th, the plane dismantled and returned by steamer to the U.S.

Following Lindbergh's winning of the \$25,000 Raymond Orteig prize by his New York to Paris flight, William Randolph Hearst contacted Tony Fokker at his Hasbrouck Heights, New Jersey factory with the order of a personal aircraft. It was to be a Fokker F-VIIA, a transport type which had been in service with KLM for over a year. The F-VIIA was a single engine plane built in Holland and usually powered by a Gnome Rhone Jupiter radial engine of 450 hp. It was big and somewhat less than beautiful by virtue of its simple, utilitarian lines. One could immediately recognize the typical Fokker construction developed by Reinhold Platz—fabric over welded steel fuselage and empennage frames, and a thick, tapered, one piece, wooden, cantilever wing that was exceedingly limber. The wing was bolted directly to the upper fuselage longerons.



The Stinson "Pride of Detroit" pulled up in front of Harry Jones' hangar at Old Orchard Beach, August 25, 1927. Photos via Old Orchard Beach Historical Society and Skyways Magazine. (Reprinted with permission.)

After he bought the plane, Hearst, listening to the aggressive Phillip A. Payne, the General Manager of his *New York Daily Mirror*, announced that it would be used to attempt a non-stop flight from New York to Rome. Payne had persuaded Hearst that such a flight would gain great publicity for the man and his enterprises.

Lloyd Bertaud of endurance flight fame was sought out, and he was quick to sign a contract for the duration of Hearst's venture. As soon as he'd signed, Bertaud took the first of many trips to Hasbrouck Heights to consult on the necessary modifications to the F-VIIA airframe, and Tony Fokker put more men on the job to hasten completion of the modifications being undertaken. While that was done, the search went on for a copilot, and he was found in the person of one James DeWitt (J.D.) Hill, an experienced and skillful air mail pilot. It just happened that J.D. had been with Harry Jones at Brooks Field, training pilot-cadets during the war.

To get the Fokker prepared for the 4,200 mile flight, modification after modification was made until ominously the total weight exceeded by several hundred pounds that which had been guaranteed to Hearst. Fokker engineers struggled to correct the weight and balance situation, which was on the verge of getting out of hand, and for all of that, the newly arrived Bristol Jupiter engine (serial no. J-6310) was hung on the nose without so much as the usual 40 hour block test, such was the hectic rush!

On July 20th she stood on the factory apron, completed. Resplendent with gold wing and pale yellow fuselage and tail group, she bore a rising eagle emblem on her left side with the words "New York" and a matching emblem of a flying eagle carrying a wreath on her right side with the word "Rome." Under each wing immediately outboard of the fuselage appeared the graceful curling figures of the Stars and Stripes. And upon each side of the rear fuselage were stenciled in concentric red, white and blue strokes the letters OLD GLORY.

On July 27th, following a telephone request to the Department of Commerce, the new plane was assigned the identification number 703, and this number was painted in black on the outer surface of the right upper wing and the outer surface of the left lower wing. Then, on the 29th, from Teterboro Airport, on which the factory was located, none other than Bernt Balchen,

OOB, continued on next page

chief Fokker test pilot, took her aloft on her maiden flight. On landing after the 90 minute flight, he brimmed with enthusiasm, declaring that "she flew herself." Next day, the 30th, the plane was flown over to Curtiss Field on Long Island for more comprehensive weight tests, being christened there on the 31st.

Initially, everything went well, then innumerable little things went wrong. At this point, Commander Richard E. Byrd, who had built his own specially designed ramp to facilitate the quick gaining of speed on his earlier flight from Roosevelt Field to France, graciously offered the use of that facility to Bertaud and Hill. The offer was quickly accepted, and "Old Glory" was transferred to adjacent Roosevelt Field.

Byrd's help notwithstanding, a whole host of new problems arose, not the least of them being the addition of an 82 pound radio transmitter-receiver. Bertaud, weighing 200 pounds or more, insisted on this piece of equipment despite the objections of many, including the Fokker people who were only too aware of the dangerous weight-gain. When topped off, the take-off weight of "Old Glory" would be almost 13,000 pounds, nearly 5,000 pounds more than the loaded weight of the standard F-VIIA transport. But Bertaud won out, only to have the radio fail to function to his satisfaction.

On August 16th, the Department of Commerce approved the registration NX703 for the plane, and the letters NX were painted in front of the number on the wings and the full NX703 was painted across the top of the balanced rudder. The following day, it looked as though the plane would get away, but another little problem cropped up and made that impossible. Then adverse winds, or no wind at all, set in.

Altogether these things began to convince the crew that even with the use of Byrd's ramp the heavily laden "Old Glory" would not become airborne from Roosevelt save for a strong head wind. To top it all off the sensation-minded Payne chose that particular point to announce that he would make the flight along with Bertaud and Hill if, that is, they would deem it O.K. Well, they didn't! There was consternation and disbelief. But after all was said and done he was their immediate boss.

Then Hearst wired Payne from the West Coast, begging him not to let the flight go until all things were right. All he got back was something like, "Don't worry a bit, Boss. Everything's going fine." Well things weren't right but getting worse—rainy weather and muddy field, no decent wind. Then came the sad news of "St. Raphael," a sister F-VIIA with the valiant Princess Lowenstein-Wertheim aboard, which was making an east to west transatlantic attempt. She was way overdue, and was never heard from again.

It was at this moment that "J.D." put in a call to his old friend at Old Orchard to inquire about the details concerning the takeoff of a heavily loaded plane on a 4,200 mile flight. Harry told him that at low tide, on this 2 3/8 mile sandy runway, conditions were the best that could be found anywhere. When he advised his friend that should they come he would provide all the help possible, "Old Glory" was prepared for immediate takeoff for Maine. All of the aviation fuel was loaded in drums on a truck which left forthwith on the long drive up the coast.

At Prouts Neck, word came on the afternoon of September 3rd that a big plane was due in to prepare for a transatlantic takeoff! The Kid and his parents drove to the beach next morning. "Old Glory" had arrived and could easily be seen, as enormous as she was, in front of the hangar, with her tail drawn up to the concrete apron. All of us cousins joined the gathering throng and spent the entire day and evening up at the hangar. In the end we were forced home only by hungry stomachs.

On the morning of the 5th we were back at the hangar with the crowds, staring wide-eyed at the preparations. Many police, some on motorcycles, motioned us away and down toward the water's edge. We backed off reluctantly then saw that an auto had appeared on the scene. It began to follow us, then stopped, turned toward Pine Point. Several mechanics and helpers remained, and as we watched, "Old Glory" seemed to lurch forward in our direction, being manhandled down to the hard sand of the lower beach. When opposite the automobile, her tail was swung so that she too was pointed toward Pine Point. Heavy ropes were attached between her landing gear and the automobile, and then slowly a caravan started to move up-beach, auto with airplane in tow in the lead, the mechanics, motorcycle police cordon and hundreds of on-lookers following silently along behind.

There was almost nothing to hear save the quiet mutterings of voices. The plane, despite its colors and markings, was a gaunt and awkward behemoth. If one could once have called her pretty she was not so now—for she was stained and filthy from the hard days of work upon her in New York, and nobody had bothered to clean her up. She seemed impotent and totally helpless like some great idol being taken away. There was a solemnity and something funereal about that procession.

To be continued.

Once again, we are proud to reprint the Old Orchard Beach story by the late Frederick R. Hamlen. We wish to thank Leo Opdycke, publisher of World War I Aero and Skyways journals, for permission to reprint this great historical story.

Leo Boyle, Editor

NOW AVAILABLE • NOW AVAILABLE • NOW AVAILABLE

The Maine Aviation Historical Society's First Book by Member

JOHN C. GARBINSKI

**The United State Air Force in Maine
Progeny of the Cold War**

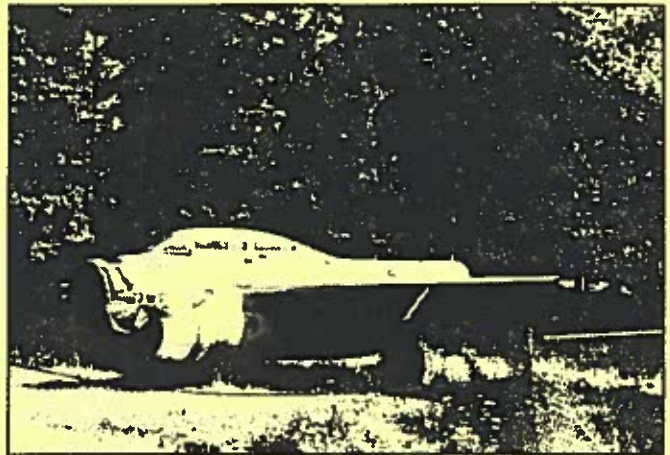
8 1/2 x 11 softbound, 134 pages, 151 illustrations
Published by the Maine Aviation Historical Society
\$20.00 at the Museum or mail your order to:

MAHS Book Order Dept.
101 Monroe Ave., Westbrook, ME 04092-4020
(Please add \$3.00 postage and handling for mail orders.)

Scenes from the Greenville Seaplane Fly-In . . . and Beyond



A beautiful Grumman J4F Widgeon in U.S. Coast Guard colors at the Greenville Seaplane Fly-In. (Mike Cornett Photo)



The Northrup F-89J Scorpion fighter in Waterville in the process of being moved to the Air Guard facility in Bangor. (Mike Cornett Photo)



Some of the group that hiked to the B-52 crash site on Elephant Mountain during the Greenville Seaplane Fly-In. (Mike Cornett Photo)



Dan Bilodeau and Scott Grant and the Luscombe 8A, our traveling exhibit, which has been touring the air shows and fly-ins this summer and fall. (Dan Bilodeau Photo)

Northeast Airlines Convair CV-880

We have just heard that Mr. Doug Scroggins of *Lost Birds* has purchased one of the last Convair CV-880 jet airliners.

This aircraft was delivered to Northeast Airlines as N8483H, Fleet No. 483 and is MJN 22-00-23. Mr. Scroggins plans to restore it to flying condition and it will be painted in Northeast Airline colors with 880 on the tail.

It would sure be exciting to see this bird in Bangor!

Russ Devereaux, A & E at the Brewer Airport (then the Doane's Airport), with his Interstate Cadet in 1948. Mr. Devereaux used the Cadet to commute between his airstrip in Castine and work at the Brewer Airport. His airstrip in Castine is now the Devereaux Marina operated by his daughter, Andrea Devereaux-Doyle. It is located between Rt. 166 and Penobscot Bay in Castine, Maine. Photo by Norm Houle, who once owned this plane which is currently being restored in Maine.



Upcoming MAHS Meetings and Calendar of Events

- October 7 All Day Bush Pilot's Round-up, Bethel, ME. FMI: 207-824-4321
 October 14 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.
 October 20-22 All Day Rhinebeck Aerodrome, Rhinebeck, NY. Northeast Aero Historians.
 November 11 10 a.m. MAHS Meeting, TBA.
 Nov. 2000 All Day Cole's Land Transportation Museum Reunion.
 December 9 10 a.m. MAHS Meeting, TBA.

Meeting sites are flexible. Call Scott Grant at 207-775-3404 if you have any ideas or can be of help.

Welcome New Members

387. **Bryan McLellan** (*computers, phones*)
 P.O. Box 551 btm@escrap.com
 Ellsworth, ME 04605 207-667-1932
- 388st. **Peter G. Langelier** (*student pilot*)
 P.O. Box 481 plangelier@dotplanet.com
 Hampden, ME 04444 207-223-0053
389. **Georgia B. Goss** (*volunteer*)
 200 Hancock St., Apt. 706
 Bangor, ME 04401 207-990-4955
390. **Eugene J. Poulin**
 87 Falvey Street
 Bangor, ME 04401 207-942-4497
391. **G.C. Jeff Chouinard**
 5 Sailors Way
 Harpswell, ME 04079 207-721-9220
 2796 Lakeside Lane
 Westlake, CA 91361
392. **Jerry E. Duncan**
 23 Pine Trail Road
 Holden, ME 04429 luvkust@aol.com
 401 Cactus Drive
 Key West, FL 33040 305-244-3505

Do You Have E-Mail?

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.

Catch the Excitement

**Join the Maine Aviation Historical Society
 Help Preserve Maine's Aviation History**

**For more information, call 207-941-6757
 or 1-877-280-MAHS (in state)
 or check out our Web Site at
 acadia.net/mahs/**

NE Aero Historians Meeting

The 34th meeting of the New England Aero Historians will be held October 20-22, 2000 at Cole Palen's Old Rhinebeck Aerodrome and Museum at Rhinebeck, NY.

These meetings are always great meetings and Rhinebeck is an exciting place. A fine line-up of speakers, including Kirk House of the Curtiss Museum, Paul Schweitzer of *Sailplane* and *Glider* fame, Dan Taylor of Rhinebeck, Ray Morissette on Rotary Engines and Leo Opdycke of *World War I Aero* and *Skyways*, is on the agenda for Saturday; the Flight Line and demonstration flying at the Aerodrome for Sunday.

For more information, call Leo Boyle, MAHS Secretary, or Jim Hare at the Aerodrome (845-752-3200).



Aerobat Aviation Gallery

LAWRENCE E. NICKERSON
 2107 CARMEL ROAD NORTH
 NEWBURGH, MAINE 04444

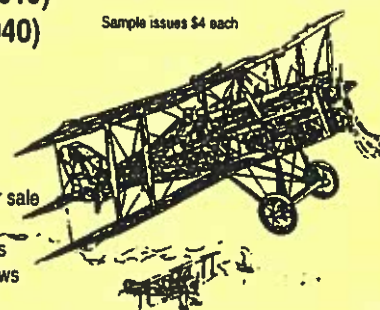
TEL. 207-234-7125

E-MAIL: aerobatflyer@uninet.net

WWI AERO (1900-1919) SKYWAYS (1920-1940)

Sample issues \$4 each

- historical research
- workshop notes
- information on paint/color
- aeroplanes, engines, parts for sale
- your wants and disposals
- information on current projects
- news of museums and airshows
- technical drawings and data
- photographs
- scale modelling material
- news of current publications



BUILD ONE! A REAL ONE!

Sole distributors for P3V, a computer program to generate a 3-view from a photograph.
 Published by: WORLD WAR I Aeroplanes, INC.
 15 Crescent Road, Poughkeepsie, NY 12601 USA (914) 473-3679

ECHO FLIGHT

Satellite COMMUNICATOR



E-Mail
In-Flight Weather
Full GPS Moving Map
Position Reporting
VOR Vectoring
Air Field Location

ORBCOMM

QUEST TELECOM INTERNATIONAL

89 MAIN STREET, SUITE 1, ELLSWORTH, ME 04605
207 664-0122, 207 664-0164 (fax) - info@questele.com

Aviation Artifacts

★ BOUGHT & SOLD ★

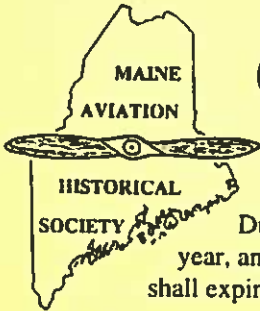
Military • Airline • Civilian • WWI through the Jet Age
Paying Cash For: Helmets, flight suits, uniforms, jackets, wings, patches, maps, books, flight manuals, aircraft parts and instruments, photographs, parachutes and survival gear. If it has something to do with aircraft — I buy.

Miller's Field
store open
by appointment
vintagewings@cs.com



John Miller
115 North Road
Newburgh, ME 04444
(207) 234-2777

MAINE AVIATION HISTORICAL SOCIETY MAINE AIR MUSEUM • MEMBERSHIP FORM



2000

Dues are for one year, and membership shall expire in the month you joined.

Annual membership includes
12 monthly newsletters!

Mail payment to:
Maine Aviation Historical Society
101 Monroe Avenue,
Westbrook, ME 04092-4020

Name _____

Address _____

City, State, Zip _____

Special Interests _____

E-mail
Phone _____

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

October Meeting

Saturday, October 14, 2000
10 a.m.
Maine Air Museum Building
Bangor, Maine