



DIRIGO FLYER

Vol. VIII, No. 5 May 2000

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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The Stroudwater Flying Field

By Neal Strange

It was a clear, crisp May morning in 1925. A young woman waited alone at the edge of a field beside Westbrook Street in Stroudwater near the South Portland boundary line. The field was a section of the land which she and her husband purchased the previous year as a site for their new home. While waiting, she watched the southern sky and listened for a sound that would be far removed from the customary noises of the surrounding farmyards.

Stroudwater, a small village steeped in history on the outskirts of Portland, was a peaceful farming community in 1925 with only an occasional ring from the blacksmith's anvil or the hourly trolley bell to ripple the tranquil countryside.

Soon, from the sky over Fore River, a soft hum slowly increased to a mild roar and the early sun reflected on the silver wings of a World War I biplane. The young woman watched as it circled above the field then, with engine throttled back, glide to a soft landing and roll to a stop in the tall grass, much to her relief. This event, witnessed only by the lady in waiting and the plane's pilot, marked the origin of an airstrip called The Stroudwater Flying Field.

The pilot was Clifford Strange, a Portland dentist whose interest in aviation began with the Wright's achievement at Kitty Hawk. The solitary observer, his wife Alice. The plane, a war-time trainer, was a Curtiss JN4D, nicknamed "Jenny" by the many pilots who trained in them.

Thousands of "Jennys" were built to train pilots for overseas duty; following the Armistice they were declared surplus and released to the civilian market where they could be purchased for \$500 to \$1000.

Although the field was of sufficient length for the Jenny to land and take off, there existed numerous alder bushes, woodchuck holes and

wagon ruts requiring removal to provide reasonably safe operations. Dr. Strange and his brother-in-law, Albert Johnson, also a Portland dentist and aviation enthusiast, began the task of clearing and leveling using a Fordson tractor and various wooden drags of their own design. As the work slowly progressed, curious villagers began to arrive to view the activity and the marvelous khaki and silver "flying machine." Some of the young and adventurous volunteered labor in exchange for a brief ride in the "open cockpit."

The following year several more Jennys were purchased by local flying enthusiasts and "tied down" at the Stroudwater Flying Field. Those early sportsman pilots were a diverse group: doctors, auto mechanics, railroad workers, and store proprietors, all sharing the desire to fly.

By the summer of 1927 a grass runway between Westbrook Street and the Fore River had been cleared and leveled. The

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Stroudwater Flying Field in the late 1920s, showing the dirt strip and the lone hangar.

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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 schedule for details.

MAINE AVIATION HISTORICAL SOCIETY

Monthly Meeting Report — 8 April 2000

1. The meeting was called to order by President Chichetto at 1000 hrs. at the Maine Air Museum. There were 20 people present.

2. Treasurer's Report. Report was circulated via a handout and was accepted.

3. Secretary's Report. Leo Boyle reported that about \$500 had come in from the members' appeal. Mr. Chichetto reported on the state of fundraising and also on the status of preparations for the May Air Show. He also reported that Mr. Beutel had accepted the position of Project Manager. (See following report.) Training for fundraising is tentatively scheduled for Saturday, April 29, 2000 at the Cole Transportation Museum. All are invited.

4. Old Business. Oscar Blue will be bringing a group of antique auto buffs to the museum about 12-12:30 p.m. on Saturday, May 13, 2000. There will be about 30 people and 11 autos. There will be a picnic lunch at the museum at that time.

Air Show. Mr. Garbinski reported that there will be a special section of the *Bangor Daily News* concerning the air show in late May. The Guard is working on plans as to where the aircraft will be parked. A number of Canadian aircraft will be present and it is expected that an equally large number of Canadians will be attending the show. The Guard is anticipating 100,000 attendees on Saturday, May 27, 2000.

Bill Cook is working on getting people to wear period costume. Mr. Garbinski's book will also be available.

5. New Business. The museum committee must be reorganized with emphasis on museum displays.

Mr. Sederquist spoke about fundraising. The official launching of the fundraising campaign will be at the end of April.

Mr. Rohr spoke about aircraft acquisition. An F-4 nose section is available and we are still looking into acquiring the Convair nose. We should have a Huey on site by the time of the air show. Aircraft being considered are KC-97, P-2, F-86, and a C-54.

6. The meeting was adjourned and Rick Alexander presented a program of some of his extensive collection of aircraft photos. In the form of a quiz concerning where, when, and what unit, the program was highly interactive.

William Townsend, Recording

President's Report

Dear MAHS Members and Friends,

In the past month, members of the MAHS have been working hard to bring the museum project forward and set the stage for a kick-off on the weekend of May 27, 2000. We are planning on having a great display at the air show and use that to bring people into the museum project and raise the level of interest. The fundraising committee has been getting information from many sources and help from members and others during this critical time. We have accomplished much, but are still working hard to do more.

Today, we will cover the upcoming air show and I will explain what has been done to date on that and what areas we need help in. We will also be speaking about the museum committee and the building projects. A lot of things are coming together and others are still just taking shape, but the process is working well and, as always, there are jobs for all and pay for none. Apply within.

The next major task in training people in fundraising. We are having a training session on April 29, 2000 and need as many people there as possible. The training session is at a set cost and we want to pack the room. Try and make it, it's good training which can be used by many other groups you are involved in.

Jim Chichetto, President

VB (VPB) 114 Reunion Planned

The next reunion of the VB (VPB) 114 Fleet Air Wing 7 is planned for Charleston, SC on November, 5-7, 2000. We are seeking squadron members of VB (VPB) 114 who served from August 1943 to June 1945 at Oceana, VA; Quonset, RI; Port Lyautey, Morocco; Gibraltar, Dunkeswell, England; and Terceira, Azores. Contact Ray DeYoung: 508-362-3511 (summer) or 941-768-1063 (winter); John Weber: 502-895-0121; or Sid Cantwell: 650-327-1370.

"Stroudwater," continued from page 1

runway, now asphalt covered, remains today in the same location. A hangar was constructed that housed four planes. In addition, a small "operations office" was provided by Dr. Strange for pilots and friends who would congregate inside after dark and on rainy weekends to swap tales of aerial escapades.

At this time Strange's home, located on the site of the present control tower, was completed and occupied by his family of four.

The airport then became recognized by the U.S. Department of Commerce and listed in the 1927 National Airport Directory. Fueling facilities were installed and soon transient aircraft frequently stopped for service.

As the majority of pilots and aircraft owners were occupied earning a livelihood during regular working hours, there was little daytime activity at the airport. However, shortly after 5:00 p.m. on long summer evenings, shouts of "Contact!" rang out as one by one the Curtiss OX5 engines were hand cranked to life. Spectators lined Westbrook Street, often perched on top of their Model T Fords or Essexes for a better view of the helmet and goggle clad airmen and their graceful Jennys.

It was a time before federal regulations applied to either pilot or plane. As soon as a fledgling airman became proficient enough to take off and land without serious mishap, he was free to follow the wind wherever and whenever he chose. Many innocent onlookers summoned their courage, handed over \$5.00 and strapped themselves in the front seat of a Jenny for their first plane ride with a pilot who perhaps only a few months earlier had experienced his first plane ride. Fortunately, due to the docile handling qualities of the WWI trainer, accidents were rare and seldom more than a broken propeller or bent wing bow.

While evening flying during the week attracted sightseers to the airport, Sunday was the day for action. The five day work week was unheard of during the '20s, so Sunday was the time for leisure activity. Long before the Stroudwater church bell rang summoning parishioners, the OX5 engines shattered the morning silence. Spectators, individual and in family groups, began arriving with blankets and picnic baskets prepared for a day's outing at the Flying Field.

For city dwellers, Sunday at the airport likened to a day in the park; a chance to enjoy the great outdoors, stroll around and be entertained. \$5.00 bought a ten-minute, windblown ride and many young men from Portland and surrounding towns whose interest in flying was sparked from their first plane ride at the Stroudwater Flying Field became bomber and fighter pilots a decade later.

Concerns for security were non-existent. Children and adults were permitted to roam freely over the runway and around the parked aircraft. Often a frantic parent would be observed retrieving a toddler wandering toward a spinning propeller.

When winter snows arrived most of the Jennys were tied down and covered or dismantled and stored in local barns or garages to wait for spring. However, a few hardy souls equipped their planes with skis and, bundled in fur, would brave the



A Command-Aire NC-9186 and a Waco 9 at Stroudwater Field in Portland in the early 1930s. (Sullivan Photo Service Photo)

elements for a brief hop providing the reluctant OX5 engine could be coaxed to turn over.

With the coming of spring so came the mud. More than one fledgling airman, impatient to wait out the thaw, found himself and his plane nosed up in the soft runway while attempting a take-off. The embarrassed pilot would then seek the services of a neighboring farmer and his horse to retrieve and return the craft to its tie down.

The stock market crash of 1929 and the following years of depression brought nearly all flying activities at Stroudwater to a standstill. Aircraft owners, burdened with economic pressures, sold or scrapped their planes. Public interest waned as grass grew tall on the runway.

In 1933, during the Roosevelt administration, federal money became available for municipal projects nationwide. Highways, bridges and airports were included. The city of Portland leased the airport from Dr. Strange in order to be eligible for improvement funding. Within the next two years the original runway was upgraded and lengthened and a new diagonal strip was added. The slow decline of the recession renewed public interest in aviation and new model planes began appearing at the field, now renamed the Portland City Airport. An additional hangar was constructed and in 1934 two fixed base operators were established; namely, the Portland Flying Service and Northeast Airways, Inc. Both firms offered repairs, charter service and flight instruction. The same year scheduled airline

"Stroudwater," continued on page 4

Now Here's an Interesting Weekend!
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MAINE AVIATION HISTORICAL SOCIETY

Board of Directors Meeting — 8 April 2000

The meeting was called to order at 1300 hrs. on 8 April 2000 at the Snowman Printing Plant in Hermon. Present: Armstrong, Boyle, Brantner, Chichetto, Cormier, Godfrey, Sederquist and Townsend. Absent: Bayerdorffer, Hurd and McCurdy. One guest, Bilodeau, was present.

1. Dan Bilodeau described his donation of the Luscombe aircraft. There had been questions concerning the setup of his donation. Basically, he planned on \$4K for the aircraft, \$1K for the building. The operating aircraft will be used for museum awareness. The museum now has full ownership. It was estimated that the 2000-2001 monies will go into the repairing of the aircraft and a return to a flightworthy state.

Mr. Godfrey expressed concern about liability of owning an operational aircraft. It was noted that members of the Board are protected from suits but we need to see if the museum organization itself is protected.

The acceptance as a flying aircraft was tabled until liability is established. In the meantime it will remain as a static display.

Mr. Bilodeau is still willing to donate \$10K over the next two years, whether or not the aircraft is flightworthy and whether or not we accept it.

2. A donation of a Northeast Airlines flight attendant uniform has been offered. It was voted to accept these items as a loan. Secretary Boyle was instructed to continue to pursue this.

3. Don Martin's T-shirts has offered to donate 650 shirts, a desk, shirt racks and store display cases to the museum gift shop. It was voted to accept this offer.

4. Camille Cyr has volunteered to act as librarian for the museum, a job he has held for local EAA chapters. He has donated a large number of magazines (229) as has Tom Wilson (169). Mr. Sederquist felt the offer was premature as we are not ready for storage. Mr. Cyr will be notified that we are still interested but until an actual library is set up we cannot accept his offer at this time.

Due to increased sales, the museum will apply for a Maine Sales Tax number.

Mr. Cormier asked about roofing and money. Mr. Sederquist plans to appeal to the membership for funds.

5. Mr. Brantner submitted the bill from Friedmann Associates. The Board approved payment.

6. Museum Projects. Mr. Beutel has agreed to be project manager and will work directly with Mr. Cormier.

Bill Cook will work on the designs and displays. Mr. Garbinski will remain involved with staffing. Mr. Chichetto and Mr. Rohr will continue with aircraft acquisition.

It was decided that the museum committee will meet every other Saturday.

Mr. Sederquist wants a structured organization. He handed out a chart: "MAM Project Responsibilities." He also handed out a list of proposed changes to the by-laws. Discussion of these changes was tabled until members could have a chance to read the material submitted.

7. Adjournment. The meeting was adjourned at 1519 hrs.

William Townsend, Recording

"Stroudwater," continued from page 3

service from Boston to Portland and beyond began with the inaugural flights of the Boston and Maine Airways Stinson trimotor passenger planes on December 17.

A second federal grant was appropriated in 1937 for further airport expansion. However, to be eligible for the appropriation, the municipalities were required to possess full title to the properties involved. After extensive litigation, the city of Portland acquired the airport from Dr. Strange by exercising the Law of Eminent Domain.

Under city ownership a new terminal building was erected to accommodate airline operations, runways lengthened and macadam ramps and taxi ways covered the remaining grass air strip.

By 1947 the first control tower was in operation, also runway lights and instrument approach facilities were then installed.

The years that followed produced rapid progress at the airport, now the Portland International Jetport: expanded runways, an enlarged terminal building plus a myriad of business and service organizations for the convenience of air travelers.

Those golden years of aviation are now history. Gone are the leather jackets, helmets and goggles and most of the young men who wore them, but the sky over the village continues to reverberate from the arrival and departure of modern aircraft as they follow the flight path of the old Jenny when it landed in tall grass on the Stroudwater Flying Field.

George Gray

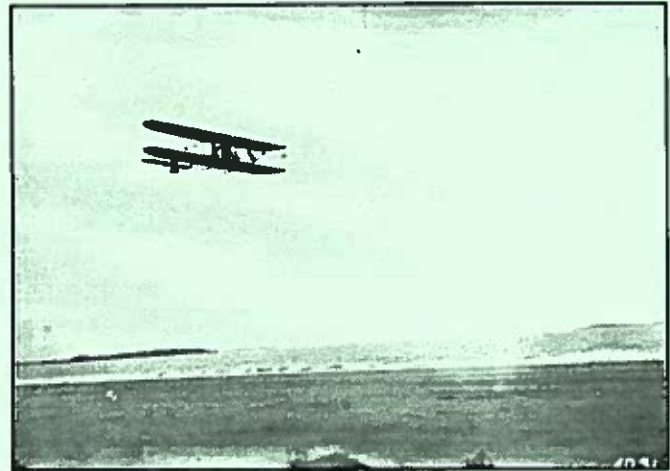
By Leo Boyle

Born in Blue Hill, Maine on September 13, 1882, George A. Gray was the first Maine-born aviator. In 1911, he learned to fly at the Wright School of Aviation in Dayton, Ohio. In 1912, he became the first one to fly over Lake Champlain and the Adirondack Mountains, and in that same year, he returned to his home state. When Old Orchard Beach was unable to book Harry Atwood, George Gray was engaged to fly from there for the Labor Day weekend. His contract called for him to be in the air at least 30 minutes each afternoon.

Flying a Burgess-Wright Model B biplane called *Velvet*, he took off on Saturday, August 31, for a sensational 56-minute flight. Proceeding down the beach as far as Camp Ellis and back to Pine Point several times, he raced a Maine Central locomotive from Pine Point to Old Orchard and pulled away from it. He did the same with an automobile on Grand Avenue, and then did dips, spirals and "Ocean" and "Dutch" rolls for the huge crowd gathered near the pier. Although he had more than fulfilled his 30-minute contract, he then took H.L. Hildreth Jr. of Boston, treasurer of the well-known Velvet candy manufacturers, for a 10-minute ride. "The greatest sensation ever experienced," said Mr. Hildreth upon landing.

On September 4th, he made another exciting flight over Saco and Biddeford, rising to 3000 feet in the air and remaining aloft 22 minutes. He took up three passengers on other flights that day, one of whom was Gertrude Merrill of Dorchester, MA, and another was Gerald J. Culhane, *Express-Advertiser* correspondent. All in all, about a dozen people had their first airplane rides with George Gray during his stay on the beach.

On Saturday, September 7th, Gray pulled a big surprise. Shortly after noon and unannounced, George Gray appeared over Portland, becoming the first aviator to fly over Maine's largest city, for Atwood had flown only over the harbor earlier.



George Gray's Burgess-Wright B in flight at Old Orchard Beach in 1912.
(C.F. Moody Photo via McArthur Library, Biddeford)

Leaving Old Orchard Beach at 12:40 p.m. with his mechanic, A. Chauncey Redding, he arrived over Portland at 12:55. Confining their flying to the Western Promenade area, they first dropped two letters wrapped in Hildreth's Velvet kisses in the vicinity of Railway Square on St. John Street. One was to D.W. Hogg, city editor of the *Express-Advertiser*, and one to Mayor Oakley C. Curtis, inviting him for a flight the next day. As it happened, Mayor Curtis was out of town and did not make the flight. While over the city they were hit by a sudden heavy shower, and only the quick actions of Mr. Redding prevented a disaster. Removing his cap, Mr. Redding quickly placed it over the magneto before it was too wet, allowing the flight to continue. They arrived back at Old Orchard at 1:17, having been in the air 37 minutes and thrilling thousands of Portlanders.

He did not fly on Sunday, disappointing some 30,000 visitors. Apparently, the street railway companies had agreed to pay him for the extra flights that day, but he did not receive the money from them and would not fly. On Monday, he towed his plane to Portland and put it on the Grand Trunk train for South Paris. There he put on another fine exhibition for three days at the Oxford County Fair before leaving for Montreal.

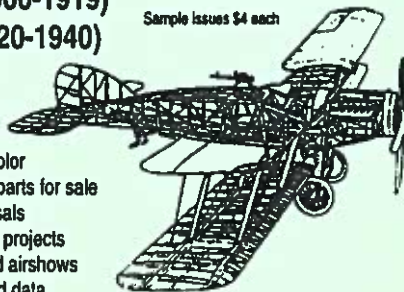
George Gray continued his career as a barnstormer until America entered the war in 1917. During World War I, he served in the U.S. Army Air Service in France as an inspector, rising to the rank of captain. He remained in the Army Air Service until 1920. He was married to the well-known aviatrix "Jack" Stearns Gray. She wrote a book, *Up*, in 1931 telling of George's experiences as a barnstormer. He lived until 1967.

His mechanic, A. Chauncey Redding, was not to be as lucky. He learned to fly in 1913 and with two partners designed a tailless tractor biplane that winter at M.I.T. After a few test flights, it crashed and the pilot, N. Roy Waite, escaped serious injury. Later, in 1914, Redding borrowed Waite's Burgess-Wright, but he crashed, killing his passenger, Phil Bulman, and himself.

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May Meeting

The May 13, 2000 meeting of the MAHS will be held at the Museum Building in Bangor at 10 a.m. After a short business meeting, there will be an update on the fundraising campaign and our plans for the Bangor Millenium Air Show on May 27th. Be sure and attend and learn how you can participate to enjoy the show to its utmost — right on the flight line!

About 12:30 p.m., the new Maine Region of the American Automobile Club, led by member Oscar Blue, will arrive at the museum for a picnic on the grounds. They will be joined by the Knucklebusters Club, led by member Camille Cyr. (See photo of his 1959 Edsel Ranger below.) Bring your own picnic lunch and lawn chair and enjoy the sunshine.

A Board of Directors meeting will follow at 1:30 p.m.



Member Camille Cyr's 1959 Edsel Ranger which will be at the May 13th meeting for the auto show and picnic.

Tidbits

■ Member Norm Houle has heard from member Ed Maliar in New York that he has been in touch with Ken Wakefield, who is now in the Veteran's Facility in Tilton, NH. Ken was Ed's old instructor in Lewiston/Auburn and taught him to fly.

■ A special thanks to member Camille Cyr who has volunteered to be our magazine librarian and has some donations already for us. We'll put him to work on this when we get the building cleaned out and fixed up on the inside. But in the meantime, he has brought in five new members and a donation in the past month. Thank you for a great job, Camille!

The Luscombe Exhibit

Dan Bilodeau has set up a timetable for the reconditioning of the museum's Luscombe 8A. It is printed here as a suggestion and guide to what needs to be done and when to prepare it for the air show and the summer visitors. See Dan or John Garbinski if you would be willing to volunteer to work on this project.

1. ASAP — order a vertical stabilized fin tip assembly from Univair. \$196 +S.
2. ASAP — authorize Tom Ward (A&P mechanic) to repair tail assembly and rudder. \$400-500?
3. ASAP — plan a polishing workshop to prepare the aircraft for Bangor Air Show.
4. ASAP — find an experienced craftsman to construct aluminum wing tip caps to install on Luscombe wing roots to dress up the display and shield sharp edges from public injury.
5. May 1 — order new windshield and related parts, door hinges (L&R), #3 bulkhead skins, other misc. items needed for June repair. \$800.
6. May 26 — Bay 1 access to prepare plane for transport to air show. Install wing caps, clean fuselage and set up exhibit.
7. May 27 — crew Luscombe exhibit/MAHS table during air show.
8. May 28 — transport Luscombe and other maintenance materials to Buckfield for June repairs. Cedric Abbott (A&P) will prepare the aircraft to make it more suitable for viewing at summer air shows: a) install vertical stab; b) repair #3 bulkhead area; c) replace windshield; d) install 1946 Bilodeau propeller and nose cap; e) repair door hinges.
9. July 1 — represent the MAHS/MAM at Maine air shows and raise money via Pepsi and other sponsors.
10. Fall 2000 — use \$1000 earmarked for Luscombe storage area and prepare an area to store the plane for winter.

Maine Aviation Historical Society

Statement of Cash Receipts and Expenditures for February 2000

GENERAL FUND

| Cash Received | Month | Year |
|----------------------------|-------------|-------|
| Dues | 635 | 2,820 |
| Lifetime Memberships | 500 | 3,975 |
| Donations | 475 | 515 |
| Product Sales | 0 | 85 |
| Total receipts | 1,610 | 7,395 |

Cash Expended

| | | |
|----------------------------|-------------|-------|
| <i>Dirigo Flyer</i> | 423 | 1,098 |
| Postage | 40 | 57 |
| Web Page | 30 | 90 |
| Utilities | 242 | 497 |
| Heat | 143 | 690 |
| Dues | 0 | 170 |
| Building Renovations | 0 | 1,446 |
| Total expended | 1,118 | 4,355 |

Excess of income

| | |
|-----------|-------|
| 492 | 3,040 |
|-----------|-------|

Cash Balances

| | | |
|---------------------------|-------------|-------|
| Beginning of period | 5,141 | 2,593 |
| End of period | 5,633 | 5,633 |

RESTRICTED FUND (Money Market Account)

| Fundraising Fund | Month | Year |
|-----------------------------------------|--------------|--------|
| Beginning Balance | 15,920 | 8,209 |
| Donations Received (prior months) | | 9,000 |
| Interest | 48 | 181 |
| Expenditures | 4,107 | 5,529 |
| Ending Balance | 11,861 | 11,861 |

LUSCOMBE FUND

| | | |
|-------------------------|-------------|-------|
| Beginning Balance | 882 | |
| Donation Received | | |
| Dan Bilodeau | 4,000 | 5,000 |
| Interest Income | 20 | 20 |
| Expenditures | | |
| Insurance | 0 | 108 |
| FAA Fee | 0 | 10 |
| Ending Balance | 4,902 | 4,902 |

A Note from the Treasurer:

In August \$5,000 was transferred to the General Fund from the Fundraising Fund. This amount constitutes an inter-fund loan and should be repaid. The value of non-cash items that have been donated and accepted by the museum are not included in this report.

Charles B. Brantner, Treasurer

Upcoming MAHS Meetings and Calendar of Events

- May 13 10 a.m. MAHS Meeting, Maine Air Museum Building, Bangor, Maine.
Bring your own picnic lunch to Antique Auto Show.
- May 20-21 9:00-5:00 Hampton, NH Fly-In and Flea Market.
- May 27 All Day Blue Angels Air Show, The Greater Bangor Millennium Airshow, Maine ANG Base,
Bangor International Airport, Bangor, Maine.
- May 28-October 29 10 a.m. Owls Head Transportation Museum bi-weekly Aerial and Automotive Shows.
- June 3-4 All Day Boston Air Show, Hanscom AFB, MA. Thunderbirds.
- June 9 All Day Lindbergh Crate Day, Canaan, Maine.
- June 10 10 a.m. MAHS Meeting, TBA.
- July 8 10 a.m. MAHS Meeting, TBA.
- July 26-Aug. 1 All Day Oshkosh Air Show, Oshkosh, WI.
- August 5-6 10 a.m. Transportation Spectacular and Aerobatic Show, Benjamin's GeeBee, OHTM.
- August 12 10 a.m. MAHS Meeting, TBA.
- August 18-20 All Day Igor I. Sikorsky Seminar, Bradford Camps, Ashland, ME (see ad)
- Sept. 9-10 All Day 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, TBA.
- 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

347. **Cdr. Charles W. Epps, USN, Ret. (Aviation)**
P.O. Box 248 • Topsham, ME 04086
207-725-6465
348. **David S. Hill, M.D. (FAA, AME)**
765 High Street • Bath, ME 04530
207-443-6211
349. **Wayne E. DeLong (Merrymeeting FBO)**
108 Bay Road • Bowdoinham, ME 04008
207-666-5793
350. **William S. Doughty (Warbirds, Aviation)**
P.O. Box 121 • Orrs Island, ME 04046
207-833-5183
351. **George A. Mazur**
P.O. Box 121 • Georgetown, ME 04008-0121
207-666-3684
- 352F. **Lloyd Harmon**
44 Riverside Lane • Ellsworth, ME 04605
207-667-4139 • e-mail: lharmon@ct1.com

The Civil Air Patrol

The Civil Air Patrol in Maine is working on finding and archiving their historical documents and artifacts. MAHS member and CAP officer Don Godfrey is leading the historical search, and MAHS members are invited to assist in identifying some of the older material.

As part of this effort, Bill Townsend and a contingent of CAP personnel from Portland interviewed Viola Sargent at the CAP building at the Bar Harbor/Hancock County Airport in Trenton. Viola has been an active member of the CAP since the early 1950s.

On April 3, Godfrey was invited to the CAP hanger in Augusta where much material was scheduled to be thrown out, turned over to the government or destroyed. Godfrey, Townsend and Al Cormier were able to locate and identify a number of items, particularly large scrap books which documented much of the WWII era CAP. Uniform items, military decorations and personal items of early CAP pilots and personnel were also recovered. These items were inventoried and moved to the Maine Air Museum storage in Bangor under temporary loan and until an appropriate display is prepared.

One Fantastic Weekend: Two Night Igor Sikorsky Seminar

Members Igor I. Sikorsky Jr. and Igor I. Sikorsky III are hosting a weekend seminar at the latter's Bradford Camps in Ashland, Maine on August 18-20. The subject will be the personal life and early careers of Igor I. Sikorsky.

This seminar will be limited to about 20 guests, so please answer their ad on page 3 of this issue as soon as possible if you are interested. We hope to see you there!



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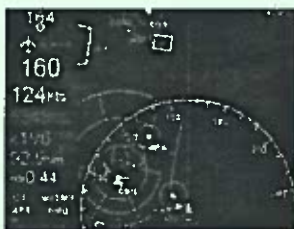
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Maine Aviation Historical Society
P.O. Box 2641
Bangor, ME 04402

May Meeting

Saturday, May 13, 2000
10 a.m.

Maine Air Museum Building
Bangor, Maine