



DIRIGO FLYER

Vol. XI, No. 10 October 2003

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/

The Greenville International Seaplane Fly-In

Story and Photos by
Member Mike Cornett

What a great day at the Greenville International Seaplane Fly-In — it was the best so far. The land airport had the most planes it has ever had, according to Norm Houle. We tried to leave the museum before 7 a.m. but as Don walked to the fence line to check what planes were up at the parking areas, he spotted one of the British Concorde by the B-52 hangars. We had to get pictures of it (*photo on page 3*) as it may be the last one to land at BIA. We watched as the flight crew came to the aircraft to start pre-flighting it. Realizing that it could take more than an hour to do the checks, with great reluctance we left for the Fly-In. We finally got to Folsom's and started the set-up, with Pete Noddin arriving later on to help with our display.

We talked to many members: Norm Houle, Joe Quinn, John Miller, Bill Thaden, Bill Robertson, and Dick Johnson, who let Pete go on break when Don and I went up the hill to see what was there and waved at Telford Allen as he walked by and others who I didn't know. There were two of the Roland t-shirts on people and several MAHS hats. Finally, we talked with Herman Bayordoffer about his "repair and replace as needed" P-51 Mustang. Work is now being done on the fuselage area.



Pete Noddin and Norm Houle at Greenville.

Newsletter Editor: Leo Boyle



When Pete showed up we found something to put the crash map on which, along with the pilot's ejection seat and my storyboard on the B-52 crash, was a big hit. Also, as usual, a plane flipped over, only this time up to Lily Bay and not in the show area!

Many planes: Grumman Albatross (1); Gooses (4); Widgeon (1); Cessnas (too many types to tell); Seabees (4 single engine, one with its NC numbers on it); one dual engine Beech; an Aircoupe; Stearman PT-17, and many other types — too many to recount to you, including an Extra 300!



One of the Republic Seabees at the Fly-In, this one at the airport.

We talked to many plane enthusiasts about the MAHS/MAM, some of whom will be coming to the museum, hopefully before we close. We passed out lots of *Dirigo Flyers* and brochures. We started to take the display down at 4:15 p.m. but kept getting distracted by the planes still flying by, finally leaving by 5 p.m. We stopped at the Spring Creek Bar-B-Q in Monson, the best smoked barbecue I've ever eaten!

Back at BIA we stopped at the hardstand to see which aircraft were there: a C-141 was ready to leave, so we raced it to the museum, arriving just as it was passing General Aviation and got more pictures of it as it was passing by, making it a long and great airplane day for sure!

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

Peter Noddin (#295)
East Millinocket, ME 04430
207-746-5166
e-mail: petef86a@midmaine.com

Vice President

Leslie Shaw (#331L)
Brewer, ME 04412
207-989-4168
e-mail: les_shaw@umit.maine.edu

Recording Secretary

William Townsend (#101L)
Bar Harbor, ME 04609
207-288-5654
e-mail: townsend@acadia.net

Treasurer

Joseph Quinn (#377)
Levant, ME 04456
207-884-7188
e-mail: jwquinn@adelphia.net

DIRECTORS

Michael Cornett (2004) #321L
Ed Armstrong (2004) #166L
Peter Noddin (2003) #295
William Townsend (2003) #101L
Leslie Shaw (2003) #331L
Leo Boyle (2005) #2L
Carl Sederquist (2005) #218L
Alfred Cormier (2005) #196
Joel Gopan (2005) #402

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

See calendar for details.

Maine Aviation Historical Society Monthly Meeting Minutes September 13, 2003

President Pete Noddin opened the meeting with his message.

Old Business: Al Cormier talked about the new garage doors on the north side bays, heating, the ductwork, and the new lawn mower.

Pete talked about the Pratt & Whitney and the 100th Anniversary of Ford Motor Company which led into the next report.

I talked about the Labor Day weekend, thanking Oscar Blue for arranging the Ford Motor cars part and the whole idea of doing a Ford Day. Thanks also to Pratt & Whitney and Bob Umberger for their support in sending their two display engines: the R-1830 up from Hartford and the JT8 from North Berwick.

I talked about the Ruth Law Day which was held in Bath at the farm where she took off ninty-plus years ago. I also spoke about the crash of the Wright Flyer Model X replica from which I learned that I hope to never see a crash again!

Next topic was the Greenville Seaplane Fly-In, and how one member said he thought it was the largest number of planes up on the airport, which I can testify to as I walked the whole runway area to take pictures of planes that I didn't have in my collection.

More from me on how Camille Cyr has started on the back room which for now is the combo library and storage area. Camille told us that the Merrymeeting EAA Club donated their library to the museum as they lost their storage when the Bowdoinham Air Field closed.

Hank Marois spoke of the 42nd display, which is nearing completion, and also on the seemingly morbid collection of crash site pictures that we have at the museum. Lots of talk on why they are here and what we have to do to place them and the ejection seats into an area where, if one doesn't want to visit these memorials to the fallen warriors, they don't have to.

Pete Noddin talked about the hike to the Amherst F-84 memorial site, and said the next hike is to the B-18 Bolero that crashed near Lee shortly before Pearl Harbor in 1941. The hike is on October 25th with more details at the October meeting as to where and what is to happen.

Rick Alexander, who normally takes slides of whole aircraft, after seeing an F-80 crash on Pete's crash map, and seeing that it was near his home, decided to look into where and what happened to it. And, as sometimes happens, one of the plank owners of the 132nd Fighter Squadron, Frank Blaisdell, was at the museum the Sunday before the meeting and he remembers the crash. A pilot was coming back to Dow when a "bucket" broke in the engine sending parts out of the engine bay and the plane had to land near Sedgwick. Rick suggested that even if you don't like aircraft crashes, you can help the MAHS find the wrecks if they are near you and help us to honor the ones who died in the fatal crashes.

New Business: Leo Boyle mentioned air events that are coming up: September 27 at the Portland Jetport, Leo and Scott Grant to be there on behalf of MAHS; October 11 at the Bethel Fly-In, Scott Grant to be there; and from October 31 to November 2, the Northeast Aero Historians at Windsor Locks (Bradley Field), Connecticut.

After a break, Leo Boyle spoke about his remembrances and why he is still nuts about aviation. After Leo's great speech and the Board of Directors meeting, four members made the trip to the other end of the BIA to the American Eagle maintenance hangar to check out their workshop. Thanks go to member Mike Shaw for making the arrangements. His co-worker Steve showed Dick Johnson, Bob Umberger and myself around the Brazilian Embraer Regional Jet that American Eagle flies. One thing I found: that by shutting up I learned a lot about the RJ and why it is being used; also about the aircraft itself as we got to go inside the RJ. I knew it looked small from the outside and, after standing upright in the cabin, at 5'9" my head was almost touching the ceiling!

Continued next page

MAHS President's Message

As we approach the centennial of the Wright brother's first flight at Kitty Hawk, we are living in an exciting time in the public consciousness of aviation history. More and more aviation heritage material is making it into mainstream media and education. Cable, satellite TV and the internet are making material on aviation history readily available to anyone interested. The Maine Aviation Historical Society is in a unique position to bring Maine's aviation history to the masses through the museum, books, newsletters, and by providing speakers.

Two years ago, we met in September to face the reality that people had come to fear the very thing that we love. We were unsure what the future held with regard to the museum and the public's interest in aviation heritage. Security concerns even threw a question mark over our ability to feasibly meet in this building. Hikes were cancelled and we felt a need to "tone things down" out of respect for the victims of 9/11 and the fears and uncertainty in our society.

Two years later, we are at war and have experienced an upsurge of patriotism of a scale unheard of in recent decades. The museum traffic this season, interest expressed at aviation events around the state, and the extensive coverage of aviation related material in the mainstream media all show that what we feared has not come to pass. We are seeing an increase in interest in what we are doing and, as an organization, we need to seize the day.

We are working cooperatively with several other groups on a video and two memorial projects. We are providing information to interested individuals on the Sebago Corsair

recovery controversy. The Challenger Center opening nearby, the acquisition of a "showpiece" aircraft from the Navy, and the airport business expansion effort are all great opportunities for our museum to expand and grow to fulfill our mission to preserve Maine's aviation heritage.

So, as winter approaches, let's not forget that several weekends still remain to be staffed at the museum. The joint memorial project with the Lee Historical Society in October is another great opportunity to raise public awareness about aviation history. As things wind down at the museum, let's regroup and plan for next season, while we do more "historical society" type things. Oh, and let's not forget to have some fun.

Board Meeting Report

Board Members Present: Leo Boyle, Pete Noddin, Carl Sederquist, Al Cormier, Joel Gopan, Mike Cornett. *Closing Date:* We close Sunday, October 12, 2003. *Heat for Winter:* We need to get an estimate from heating companies on the cost of getting duct work done. Joel has brought his upright lift to the museum to help get this done. *Meetings Around the State:* To be explored to see who would host a members meeting. *Disposal of UM Bookshelves:* Place an ad in *Uncle Henry's* with size, number, and amount. *Northeast Airline Uniforms:* Mike Shaw to check on them. *Scrape and Paint Bay 1:* Start ASAP. *F-101 Ejection Seat:* Mike Cornett to check with Robin.
Mike Cornett, Acting Secretary

Monthly Meeting Notes, continued

Steve had already shown Dick the cockpit and what it could do as he went to the hangar while the board meeting was going on. I got to sit in the pilot's seat and listen to what Steve had to say. He first asked if I knew anything about being a pilot and, being male and not wanting to show my complete ignorance, I told him to act just like I was a rookie! He showed me and talked about the whole cockpit setup, especially as the whole setup was digital, not analog; only two or three of the instruments were still analog just in case something happened to the digital display. I found that the way the computer can be set to fly the RJ from point A to B and from there to C, plus using the auto pilot, the aircraft could fly itself ... then Steve proceeded to show how to do that!

We Still Need Volunteers

We still need volunteers to work in the museum! We need people to work on our engine displays, touch up and production of historical displays, office work, computer filing, and, of course, yard work. We also need a serious model builder to assist in repairing, cleaning and constructing models, dioramas and other displays.

To volunteer, call 1-877-280-MAHS. To check the dates on which we need help, link to:

MaineAirMuseumvolunteerschedule.org

We (Dick and myself) talked to Steve about cockpit safety, especially the door, which Steve said is armored and weighs about fifty pounds more than the old one. We left the cockpit to continue the tour of the outside of the aircraft. Looking at the different tail assembly and wing setup and taking more pictures, we walked around the hangar looking at what was going on and envying the clear shot to the runway — no fences in the way!

Thanks to Mike and the officials at American Eagle for allowing us the visit and Steve for his tour of the RJ.

Mike Cornett, Acting Secretary

Farewell, Concorde ...

Probably the last visit of the Concorde to Bangor before the end of service.



(Mike Cornett Photo)

Neal Strange Honored

By Leo Boyle

On Saturday, September 27, 2003, the Portland International Jetport held an Open House to celebrate 100 years of flight. Plagued by heavy fog and mist, the B-25J and TBM-3E were unable to come, as were many visiting aircraft.

The large crowd was able to get "up close" looks at many local aircraft, including FedEx and Airborne Express cargo jets. Dana Smith was there with his replica Wright X "Vin Fiz" and was the hit of the show.



The Strange Family, at the Jetport Award Ceremony, now includes five pilots. (Leo Boyle Photo)



Jeff Monroe, Neal Strange, Beth Strange Chaves, and Kevin Sullivan at the award presentation. (Leo Boyle Photo)

At noon, with Jeff Monroe and Kevin Sullivan presiding, a proclamation was read and plaques presented to member Neal Strange and Beth Strange Chaves. Their father, Dr. Clifford "Kip" Strange, was the founder of Stroudwater Field with his Curtiss Jenny, and his children were honored as the "First Family of Portland Aviation."

Congratulations to Neal and Beth, and thanks to Kevin Sullivan for a great day.

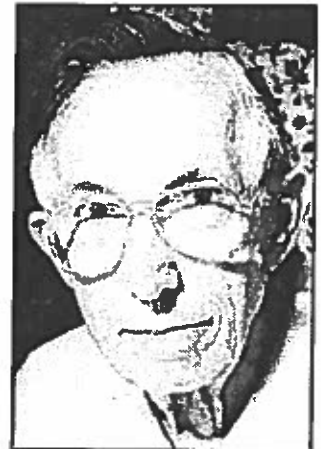
Member Carl J. Betterly Remembered

OLD TOWN and PORTLAND — Carl J. Betterly, 85, died peacefully August 30, 2003, with his family. He was born December 20, 1918, in Lewiston. He graduated from John Bapst High School in 1937. On July 19, 1945, he married the former Ruth E. Turner and she predeceased him on August 26, 2000 after 57 years of marriage.

He enjoyed a career in aviation including time with Northeast Airlines, Central Maine Aviation, and the Federal Aviation Administration.

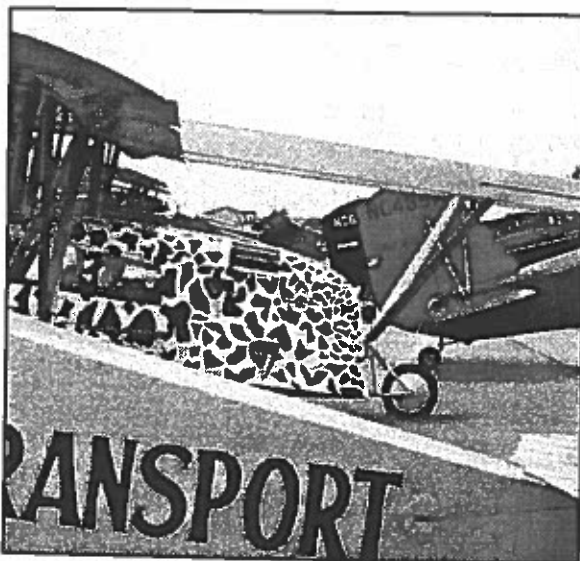
He was a member of Holy Family Parish. He is survived by two sons, Carl L. Betterly and his wife, Nancy, of Glenburn, and John A. Betterly and his wife, Susan, of Augusta.

Carl enjoyed his active career in aviation in central and northern Maine. He was an early member of the Maine Aviation Historical Society and an active participant in our early meetings in Bangor. We shall miss his vast knowledge of aviation in Maine.



Two for the Books

(left) Member Dick Jackson's Sikorsky S-39 at one of the stops on the 2003 National Air Tour. (National Air Tour Photo) (below) Fokker Monoplane, the "Old Glory" in Sept. 1927 in front of Harry Jones' hangar before its ill-fated attempt to fly the Atlantic. (Photo from Stu Chapman, taken by his father.)



The Involvement of the Ford Motor Company in Aviation

Story and Photo by Member Oscar Blue

The period before 1920 is considered the pioneering era of both the automobile and the airplane. The time between WWI and WWII is considered to be both the golden age of motordom and the golden age of aviation.

The Model T Ford was the most significant automobile in the pioneering stage of the automobile, and Henry Ford was the most significant player in the pioneering era of the automobile. However, with the recent publication of Edsel Ford's biography by Henry Dominguez, it is obvious that Henry Ford's son Edsel was one of, if not, *the* most significant players in both the golden age of motordom and the golden age of aviation.

With the publication of the book The Aviation Legacy of Henry and Edsel Ford by Timothy J O'Callaghan many other things are brought to light that show how involved Edsel was and how he let his father take the credit for things that went right. When WWI ended, the governments of the countries of Europe subsidized commercial aviation knowing the development of civilian airplanes would also promote the development of military planes for defense or offense. However, the government of the USA did nothing but disarm and sell off surplus planes and let American aviation float on its own.

In the USA it was the Ford Motor Company almost alone that promoted the development of civil aviation. However, before anything really happened, the Wright Whirlwind and the Pratt & Whitney Wasp air-cooled radial engines were developed in the early 1920s. Charles Lawrence from Wright and Fredrick Rentschler from Pratt & Whitney were responsible for these marvels of American technology which were the dominant power plants of both civil and military aviation until the coming of the jets in the 1950s.

Edsel Ford with his personal funds supported and provided the airplanes for the Byrd Arctic Expedition in 1926 and the Byrd Antarctic Expedition in 1929. Both planes, the Josephine Ford and the Floyd Bennet, are now in the Henry Ford Museum.

Henry and Edsel Ford were supportive of William Stout's first All Metal Plane and self-supporting wing ideas.

The Ford Motor Company built a modern airport on company land in Dearborn using Fordson tractors. The Ford Airport had a modern terminal building and modern inn, the Dearborn Inn. The Ford Airport had a very powerful beacon light, a dirigible mooring mast, and concrete runways.

The Ford Motor Company built modern hangars and airplane manufacturing buildings at the Henry Ford Airport. The Ford Motor Company manufactured 198 All Metal Three Engine Transport Planes in the Ford buildings at the Ford Airport. Some odd and unusual All Metal Planes were experimented with, and Ford can be credited with 211 Planes in total.

Ford experimented with small personal planes called Ford Flivvers. They worked well but could only carry one person.

The Ford Motor Company was the first civilian contractor to fly the US Mail. The Ford Company also set up an air transport service within its own plants to demonstrate how well an Air Transport Service would work, carrying their own people, parts and mail.



A 1923 Ford touring car, one of many Fords at the museum for Ford Day.

Charles Lindbergh stopped at the Henry Ford Airport during his 48 states tour in 1927. He gave both Henry and Edsel rides in the "Spirit of St. Louis" and they all went for a ride in a Ford Tri-Motor and Lindbergh flew a Ford Flivver. The Ford Motor Company sponsored air races and air derbies in the late 1920s and early 1930s.

During the holiday season in 1927, Charles Lindbergh flew the "Spirit of St. Louis" non-stop from Bolling Field, Washington, D.C. to Mexico City, linking the capital cities of both countries. By the first non-stop flight Lindbergh planned to spend the holidays in Mexico. The Ford Motor company dispatched one of their tri-motor transports, the "City of Detroit," to bring Lindbergh's mother (who was a teacher in Detroit) to be with her famous son in Mexico for the holidays. I read somewhere that the tri-motor "City of Detroit" still exists and is being restored.

During WWII the Ford Motor Company built a huge mile long factory, the Willow Run Bomber Plant, and built 8,685 four-engine B24 Liberator Bombers. This was a very difficult task and things did not go right at first.

During WWII the Ford Motor Company duplicated the Pratt & Whitney East Hartford R2800 factory at the Ford site in Detroit and made 57,851 Pratt & Whitney 18 cylinder R2800 aircraft engines. During WWII the Ford Motor Company made 4,291 wooden gliders at their Iron Mountain, Michigan wood-working plant. During WWII the Ford Motor Company of England manufactured Rolls Royce Merlin V 12 liquid cooled aircraft engines at their Manchester plant.

In all cases the Ford Motor Company did what it always did best, made the product as simple as possible, found ways to manufacture it efficiently, and delivered a high quality product at a low cost.

During WWII Charles Lindbergh worked at Ford's B24 bomber plant and one of his accomplishments was to spend more than 20 hours flying about 35,000 feet testing R2800 fighter plane engines at high altitudes.

Weeks before his death in May 1943, Edsel Ford walked the total length of the Willow Run Bomber Plant and no doubt realized that his company would be able to fulfill their promise of making a new four-engine bomber every hour.

Upon the death of his father Edsel, FDR released Henry Ford II from active duty to come home and run the Ford Motor Company. FDR was well aware how important the products of the Ford Motor Company were to winning WWII.

Buy a Brick and Support the Maine Air Museum

The Maine Air Museum is proud to announce the new Memorial Pathway Program. Here's how it works:

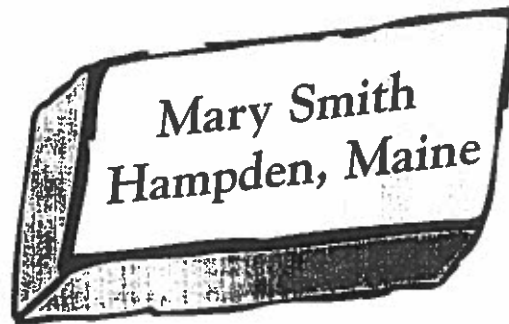
To successfully carry out and reach the museum vision, and to refurbish building 98, the Maine Air Museum needs the financial support of business and public community leaders and individual private citizens. Your interest in preserving the rich Maine aviation history will require funding presently not available to the museum effort. To this end, the museum board has established the following contribution plan for receiving your monetary donation and recognizing your gift permanently in the museum pathway and wall of honor. Remember: your donation is fully deductible.

★ **Stratocumulus Member (Sc) — \$100 Donation**

Entitles the gift giver to a one-year membership and two-year museum pass and a benefactor's engraved 4"x8"x2.5" red clay brick with up to two lines (14 characters/line, .65" high) of commemorative text in the name of the gift giver or his/her memorial to others. Brick to be installed on the museum grounds, walkway or building facade.

★ **Altostratus Member (As) — \$150 Donation**

Entitles the gift giver to a two-year membership and three-year museum pass, copy of *The United States Air Force in Maine*, and a benefactor's engraved 4"x8"x2.5" red clay brick with up to two lines (14 characters/line, .65" high) of commemorative text in the name of the gift giver or his/her memorial to others. Brick to be installed on the museum grounds, walkway or building facade.



See Order Form on Page 7

★ **Altostratus Member (Ac) — \$250 Donation**

Entitles the gift giver to a five-year membership and five-year museum pass and a benefactor's engraved 4"x8"x2.5" pearl gray marble brick with up to two lines (14 characters/line, .65" high) of commemorative text in the name of the gift giver or his/her memorial to others. Brick to be installed on the museum grounds, walkway or building facade.

★ **Cirrus Member (Cj) — \$2500 Donation**

Entitles the gift giver to life membership status and a benefactor's engraved three foot white marble setting bench with one line (27 characters/line, 2" high) of commemorative text in the name of the gift giver or his/her memorial to others. Bench to be installed in the museum building or on the museum grounds.

The Maine Air Museum is wholly owned and operated by the Maine Aviation Historical Society.

WWI AERO	SKYWAYS
1900 to 1919	1920 to 1940
	
BUILD ONE! A REAL ONE!	
OUR TWO JOURNALS <ul style="list-style-type: none"> • information on current projects • news of museums and air shows • technical drawings and data • aeroplanes, engines, parts for sale • scale modelling material • your wants and disposals • news of current publications • information on paint and color • photographs • historical research • workshop notes 	SERVICES WE PROVIDE <ul style="list-style-type: none"> • early technical books, magazines • copies of original drawings, manuals • assistance in locating parts, information • back issues of the two Journals • donated copies of early aviation books • world-wide networking service
SAMPLE ISSUES @\$4 + \$3 postage	
FREE BACK ISSUE FOR NEW SUBSCRIBERS: MENTION THIS AD! WORLD WAR I Aeroplanes, INC. 15 Crescent Road • Poughkeepsie, NY 12601 USA • 845-473-3679	

The Maine Aviation Historical Society's First Book by Member JOHN C. GARBINSKI
The United States 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 (plus \$3.00 postage and handling)
MAHS Book Order Dept. 101 Monroe Ave., Westbrook, ME 04092-4020
12/02

Join the MAHS Today and Catch the Excitement !!

Upcoming MAHS Meetings and Events

✈ ✈ ✈ 2003 — 2003 — 2003 — 2003 — 2003 ✈ ✈ ✈

October 11 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.

October 25 All Day B-18 Crash Site with Lee Historical Society, Lee, Maine.

Oct. 31-Nov. 2 All Day Northeast Aero Historians, New England Air Museum, Windsor, Connecticut.

November 8 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.

December 13 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.

MAHS meeting sites and programs are flexible. Call Les Shaw at 1-877-280-MAHS if you have any ideas or if you can help.

Welcome, New Members

- 455. **Deanna Sanders**
747 Wildwood Terrace
Winchester, TN 37398 931-967-3850
- 456. **Jim Nelligan**
25 Jowett Street
Bangor, ME 04401 207-947-0844
- 457. **Sylvia-Lee Arleigh**
151 Stillwater Avenue
Old Town, ME 04468

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.

Thirty-Sixth Annual Northeast Aero Historians Meeting

The New England Air Museum is hosting the 36th Annual Meeting on Oct. 31-Nov. 2, 2003. A most interesting program is planned and the cost is quite reasonable. If you are interested in attending, please see or call Leo Boyle (207-854-9972) for details as soon as possible.

The Maine Aviation Historical Society is one of the sponsoring organizations.



ORDER FORM FOR "BRICK" FOR MAINE AIR MUSEUM

First Name _____ Last Name _____ MI _____

Address _____

Donation Level: Cj Ac As Sc

Text for laser engraving: _____

Credit Card Information: AMEX M/C VISA Paid by Check #

Name on Card _____ Card # _____ Exp. Date _____

Card Holder Signature _____ Date _____

I am interested in a grant or matching grant contribution of \$ _____

Please submit this information with your tax-deductible 501(c)3 contribution to MAM Memorial Brick Fund c/o Carl Sederquist, 19 Lincoln Lane, Surry, Maine (ME) 04684. You will be mailed an acknowledgement and a copy of the engraving text proof.

THE MAINE AIR MUSEUM IS FULLY OWNED / OPERATED BY THE MAINE AVIATION HISTORICAL SOCIETY

GENERAL AVIATION

Satellite COMMUNICATIONS



SATTALK II

PUBLIC TELEPHONE SERVICE AND E-MAIL DATA
WHILE AIRBORNE - FROM ANY POINT ON THE GLOBE



AIRSAT I

IRIDIUM™

QUEST

TELECOM INTERNATIONAL, LLC
www.questele.com
1203

89 Main Street, Suite 1, Ellsworth, ME 04605
866 664 0122 - 207 664-0122 - info@questele.com

Aviation Artifacts

★ BOUGHT & SOLD ★

Military • Airline • Civilian • WWI through the Jet Age

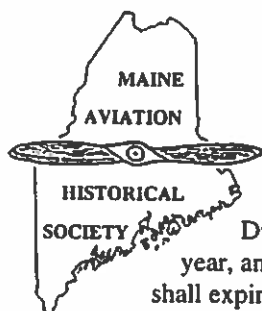
Paying Cash For: Helmets, flight suits, uniforms, jackets, wings, patches, maps, books, flight manuals, aircraft parts and instruments, photographs, parachutes and survival gear. If it has something to do with aircraft — I buy.

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



John Miller
115 North Road
Newburgh, ME 04444
(207) 234-2777
1203

MAINE AVIATION HISTORICAL SOCIETY MAINE AIR MUSEUM • MEMBERSHIP FORM



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
Regular	\$25 annual	Newsletter, Decal, Museum Admission
Family	\$35 annual	Newsletter, Decal, Museum Admission
Corporate	\$100 annual	Newsletter, Decal, Museum Admission
Supporting	\$100 annual	Newsletter, Decal, Museum Admission, 4 Free Passes
Lifetime	\$500*	Newsletter, Decal, 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

October 11, 2003

10 a.m.

Board Meeting to follow
Maine Air Museum
Bangor, Maine