

DIRIGO FLYER

Vol. XI, No. 5 May 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/

Jim Chichetto **1950 - 2003**

ETNA and BANGOR — James P. "Jim" Chichetto died from complications caused by kidney failure at a Bangor hospital on April 6, 2003. Jim was born June 11, 1950 in Augusta, the third of four children born to James J. and Bernadette A. (Pepin) Chichetto. The family moved to Hampden in the early 1950s. Jim enjoyed a happy childhood in Hampden and graduated from Hampden Academy in 1968.

After working a year, he attended the University of Maine at Orono. While in college, he worked summers as a lineman for New England Telephone. After college he went to work full time for NET and later AT&T. Due to force reductions at AT&T in the 1990s, Jim started his second career with Federal Express and was employed by them at the time of his death.

A motorcyclist for more than 30 years, Jim helped found ABATE of Maine and was active in United Bikers of Maine, serving as an area representative, county director, vice president and president. He also helped found the Maine Motorcyclist PAC and was active in political education and legislation concerning all motorcyclists in Maine. Jim also enjoyed the world of SCUBA diving and was a diver for 18 years and enjoyed the ocean and exploring shipwrecks.

Jim also helped refound the Maine Aviation Historical Society in the 1990s and served as vice president and president. During this time the MAHS started working to establish the Maine Air Museum in Bangor. Jim loved history and enjoyed living history with the 20th Maine Volunteer Infantry Company B. He also enjoyed researching mysteries and was working on the "White Bird" at the time of his passing.

He enjoyed bushwacking and hiking the woods of Maine and enjoyed all aspects of nature in Maine. Jim designed and built his home in Etna and worked on projects in town as they were needed. He helped write the First Comprehensive Plan for the Town of Etna, set up the first Planning Board and the Board of Appeals, and was a member of the Planning Board. He also helped establish the first recycling program in Etna and was active in school events.

Jim enjoyed hunting and fishing, swimming, downhill skiing and water skiing, and enjoyed teaching those sports and others to his son as he grew up.

Jim is survived by his son, James A. Chichetto of Bangor, his three sisters: Carol A. Chichetto of Brewster, MA; Susan E. Chichetto-Weston of Bath; and Mary E. Chichetto of Brewster, MA. He is also survived by two nieces: Lori



Murphy and her husband Todd of Rome; and LeAnne Broas and her husband Rick of Jersey City, NJ. He also leaves behind a special friend and companion, Gale M. Kennedy of Bangor.

"Do not mourn my passing but celebrate my life, my joys were many, my sorrows few. I enjoyed my life and the people I met and the work I took on. I learned what it was to be a son, a husband and a father. To know the joys of being a parent and to deal with the events that life serves up. I had fun and did the things I wanted and was never bored. I am off now on the next great adventure, and will see you all just a bit further down the road of life."

A celebration of his life was held at 10 a.m. Saturday, April 12, with Peter Noddin officiating. Following the memorial service the motorcycle riders lead the funeral procession to the Maine Air Museum. There was a short ceremony by the 20th Maine Volunteer Regiment Company B. The family invited relatives and friends to share conversation and refreshments at the Brookings-Smith Family Center, 163 Center St., Bangor, following the ceremonies. Those who wish to remember Jim in a special way may make gifts in his memory to the Simpson Memorial Library, P.O. Box 186, Carmel, Maine 04419.

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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 Update

April Meeting

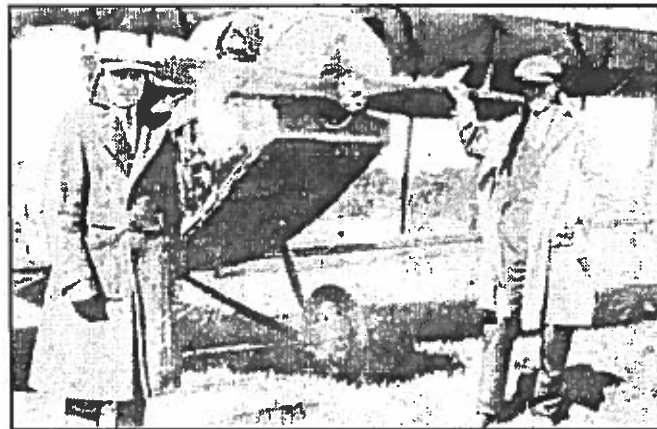
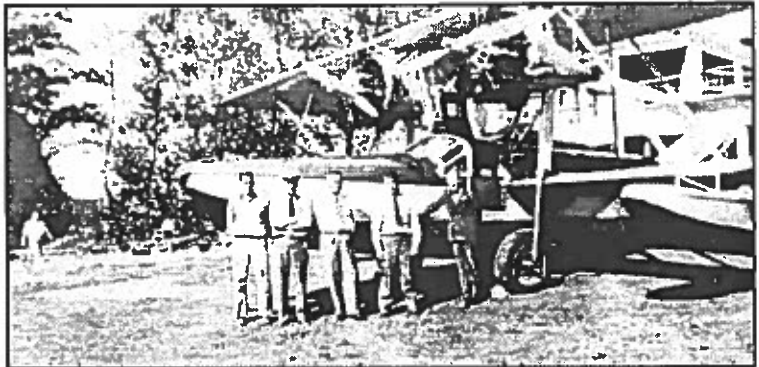
Because of the unexpected passing of founder, past president and board member Jim Chichetto, whose funeral was held the day of the meeting, the meeting was cancelled.

The May meeting will be held on Saturday, May 10, 2003 at the museum in Bangor at 10 a.m. There will be a board meeting at 9 a.m. All members are urged to attend as this will be the last formal meeting before the June 14 Grand Opening.

Much still needs to be done to prepare for this great day, and we need all the volunteers who can help us get ready and pitch in on these final preparations. The board will count the ballots for the Hall of Fame nominees and they will be announced at the meeting. Only a month remains to get these exhibits and others ready, so we need your help.

Sikorsky ...

The Sikorsky S-38 rescued from Moosehead Lake in Greenville in 1939, seen in last month's photo essay. Can anyone ID the people in the photo? (Photo via Barb Miles, NHAHS)



Mystery Photo

Carl Sederquist came across this old photo of Chick W. and Elmer in front of a Jenny. Can anyone identify the people, and was it taken in Maine?

"Sweet Home, Alabama"

Two months ago we mentioned how Max Folsom flew the Yellow Beaver for this movie/video.

Here is a photo of this plane taken at last fall's seaplane fly-in at Greenville, sent to us by Sue Umberger of Biddeford.



Jim Chichetto, 1950-2003

As is often the case, words cannot express what Jim meant to the Maine Aviation Historical Society and the Maine Air Museum.

His impact on those of us who were close to him has been enormous; his loss cannot be measured and only time will heal this emptiness.

His love of life, his spirituality, his enthusiasm and drive and work ethic inspired all and drove us to be more than we ever knew we could be. One only has to look at the Society today, in contrast to what it was in 1990, and we see his influence everywhere. One only has to look at the Maine Air Museum as it exists today. The repairs he made, the paint he applied, the exhibits and displays he designed and built are all lasting legacies to his drive and industriousness.

It is only fitting that we borrow his enthusiasm, his drive and intensity, his desire for quality, his love for what he was doing and apply these fine characteristics to our own labor in completing the Maine Air Museum for its Grand Opening on June 14, 2003.

Let us all try to go the extra mile for Jim and make the Grand Opening an event of which he would be most proud.

Leo Boyle, Editor and Friend



In Memoriam

A true friend, I didn't know him long enough.

In the few short years that we knew each other, my life was certainly enriched by Jim and his warmth, his friendliness, his charm, and by his enthusiasm, great ideas and his ability to make sure things got done.

From the beginning, we seemed to work together as a great father and son team. Many the long and rich hours we spent together in meetings, at air shows representing the Maine Aviation Historical Society, on the phone and the internet. Ideas for the future of the MAHS were brought up, thrashed over, thrown out or put in place to move us forward from a small group to the Maine Air Museum, opening in June 2003. His counsel and his wisdom, his encyclopedic knowledge, his practical sense and his openness to new ideas always created a fertile ground for wise planning for tomorrow. His ability to make things happen, to get things done, to galvanize others to give more than they knew they could capped his brilliant ideas.

It will not be the same without the ability to call upon him for his wisdom, his ideas and his counsel. But rest assured, these great attributes that made up a fine person and leader, Jim Chichetto, will continue to light our way and guide us to a great future for his dream, the Maine Air Museum.

May God rest you, Jim. We will be calling upon you often to guide us in what you so graciously and unselfishly gave us.



First Time Around

By Member James E. McCarthy

It was the kind of an early autumn day when soft breezes barely ruffled the uncut grass in the field and the white cumulous clouds seemed to be fixed in an azure sky. The details of the scene remain with me yet.

The location is so deeply rooted in my memory that I could go back to it blindfolded, with hardly a peek to check on my progress. Were I to open my eyes, however, I wouldn't find the twin-engined Curtiss Condor that graced the sweet smelling field that day. Instead, there would be a community of tract houses as far as one could see. Strangely, in spite of my vivid recollection of the occasion, how I happened to be there is not clear. I was with my grandmother, so the year could not have been later than 1932.

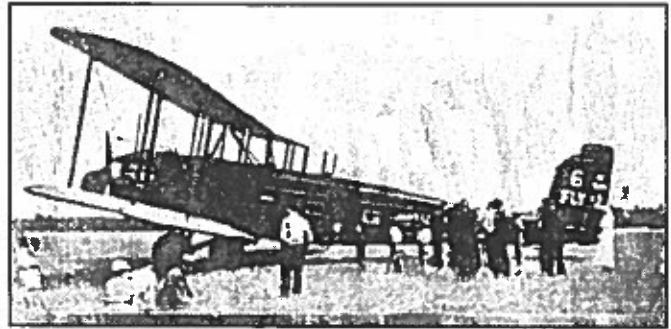
Only a year earlier, on June 22, 1931, Ruth Nichols was preparing for an attempted trans-Atlantic flight from Harbour Grace in Newfoundland to Paris — to be the first woman to fly the Atlantic solo. This was after holding a string of records, culminating in the woman's world speed and altitude records. She had been coached in this activity by Clarence Chamberlin. Unfortunately, en route to Newfoundland she lost her Lockheed Vega in an accident at the St. John, New Brunswick airport.

Chamberlin had earlier flown the Atlantic, from Roosevelt Field on Long Island, starting on the morning of June 4, 1927, only 13 days after Lindbergh's historic flight. With a passenger on board, he flew the Bellanca *Columbia* non-stop onto a field near Eislben, Germany, landing the following afternoon.

The day I'm remembering, I sat behind Clarence Chamberlin who was in the left seat. Ruth Nichols was in the right, as they cranked up the two Wright radial engines hanging between the wings of the Condor. The discordant play of the exhausts, resonating in and out of tune with each other and with the wires

and struts of the aircraft's two wing structure, added suspense and excitement to the scene. With throttles advanced the engines smoothed to a steady roar. The tail lifted almost as soon as we turned onto the mowed strip. In a thousand feet or so we were airborne over the Maine countryside. The Penobscot River was immediately visible, as were the multitude of lakes surrounding the town. From that moment, I was intimately connected with the geography of the area and recognized a need to see more of it, everywhere. That was my first flight. A little more than ten years later I flew my own airplane, first in another part of the world, later in Maine.

The area of my recollection was a broad stretch of open field east of Kenduskeag Ave. and west of Broadway on the north edge of Bangor. It was known as Frost Field, probably in acknowledgement of adjoining farm ownership. Now, it's the Bangor Gardens area. Although used by visiting aviators in earlier years, the visit of Chamberlin and Nichols, in which I was so privileged to participate, may have been nearly the end of Frost Field as an airport. Godfrey Field was in the offing.



Clarence Chamberlin's Curtiss Condor at the Walden Farm Airstrip in Greenville about 1933. This 1800' airstrip was on the present site of the Greenville Airport. Similar to the one in which Jim McCarthy had his first ride. (Walden Photo via Bill Robertson)

Agenda for Opening Day

- 1:00 p.m. *Outdoors, weather permitting. Should have a Huey behind the podium for photo purposes.*
 Opening Remarks
 Passing of the Colors Ceremony
 Raising of the Colors (*will need flagpole*)
 Recognition of Distinguished Guests
 Acknowledgment of Letters of Support
 Speeches by Public Officials
- 2:00 p.m. *Indoors??*
 Induction of the first four members of the Maine Aviation Hall of Fame
- unveiling of the portrait/plaque
 - oral history of accomplishments
 - presentation of plaque to family
 - reception: light refreshments, mingling
- 3:00 p.m. 3 20-min. aviation talks by MAHS members
- 4:00 p.m. Lowering of the Colors
 Folding of the Colors Ceremony

Sikorsky Weekend

Once again, MAHS member Igor Sikorsky III is having his aviation seminar at his Bradford Camps on Munsungan Lake, Maine on July 11-13. Last year, Peter Noddin gave a very interesting talk on Maine military aviation and crash sites.

Igor is again asking us to send a guest who will speak on a segment of Maine's aviation history. If you are interested, please contact Leo Boyle at 207-854-9972 or pshaw@maine.rr.com.

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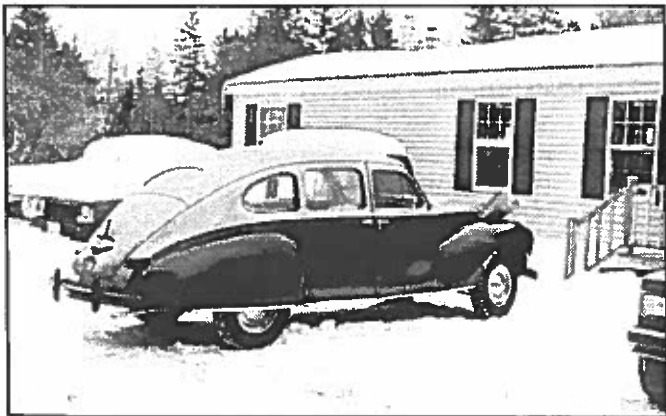
A Personal Story

By Oscar Blue

I grew up in a small town in Connecticut called Middle Haddam, which was once a shipbuilding center but had become a bedroom town for people who worked at Pratt & Whitney in East Hartford. My father worked at Pratt & Whitney and had a very good friend who also lived in Middle Haddam. His friend's name was Raymond Peck, and he was the Service Manager at Pratt & Whitney. Mr. Peck had started his working career at Studebaker Motors, and I believe he rode across the nation with Ab Jenkins on one of the speed and endurance runs with Studebaker cars in the 1920s.

By the early 1930s, Mr. Peck had joined Pratt & Whitney as a service mechanic. He had worked on the motors of the aircraft of Jimmy Dolittle, Wiley Post and many other famous fliers. Whenever aviation personalities and achievers were setting and breaking speed and endurance records with planes powered by Pratt & Whitney engines, Ray Peck had something to do with the installation and servicing of those engines.

In 1957, when I was 13 years old, Mr. Peck gave me my first antique automobile, a 1932 Plymouth PB which had been made into a pickup truck. This 1932 Plymouth then looked like a 1933-34 Dodge pickup. The 1932 Plymouth PB was one of the best engineered, low priced autos ever made, and pushed the Ford Motor Company to switch its production from Model A's to the Flathead V-8s.



Oscar Blue's 1941 Lincoln Zephyr, which will be at the museum Labor Day weekend. (Oscar Blue Photo)

In the process of getting the 1932 Plymouth from Mr. Peck's house to my father's house, we got to ride in Mr. Peck's 1941 Lincoln Continental Cabriolet. I sat behind him and watched as he turned on the ignition, pulled out the choke and touched the starter button, causing the silky-smooth V-12 to come to life and purr like a kitten. In adulthood, I have become a person very enthusiastic about automotive and aviation history. I have just acquired a 1941 Lincoln Zephyr upon which the 1941 Lincoln Continental was based. I plan to have my Lincoln at the Maine Air Museum for the 100th Birthday Party for the Ford Motor Company on Labor Day weekend when we tell the story of Ford's involvement in aviation.

Labor Day Weekend at the MAM

2003 is the 100th anniversary for the Ford Motor Company, and Ford is going all out to celebrate, but to our knowledge, nothing is happening in Maine. So Oscar Blue (MAHS #3) says, let's have our own 100th birthday party for the Ford Motor Company and bring public attention to our own new Maine Air Museum by having a display of antique Fords and telling the story of Ford's involvement in aviation on Labor Day weekend at the museum.

Members and friends will be allowed to display their antique Ford Motor Company vehicles (25 years old or older) inside the compound for the whole weekend. The public can be invited to bring their antique Fords on Sunday. We will be arranging a display of Ford's involvement in aviation for inside the museum. This involves the Ford Tri-Motors, the Ford Flivver and their production of B-24s and Pratt & Whitney engines in World War II. We would welcome anyone who wants to volunteer for this display.

Come Join Us!

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

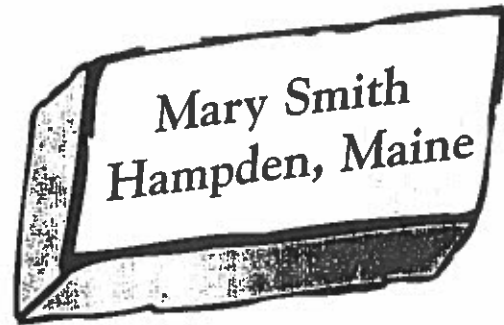
To successfully carry out and reach the museum vision, and to refurbish building 98, the Maine Air Museum needs the financial support of business and public community leaders and individual private citizens. Your interest in preserving the rich Maine aviation history will require funding presently not 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 — \$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 — \$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

★ Altocumulus Member — \$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.

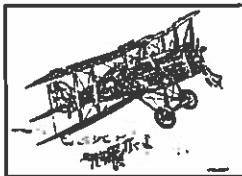
★ Cirrus Member — \$2500 Donation

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.

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to
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After the Grand Opening, June 14, 2003, the listed prices will apply to all.

Now is the time for members to buy bricks ... for yourself and anyone you might wish to honor.

Hurry, Hurry, Hurry!

Order now and have your brick on display June 14, 2003.

* Does not include membership or book.

JOIN US TODAY . . . SAVE AVIATION HISTORY FOR TOMORROW

Upcoming MAHS Meetings

✈ ✈ ✈ **2003 — 2003 — 2003 — 2003 — 2003** ✈ ✈ ✈

- May 10 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine
 May 17-18 All Day Hampton Fly-In Flea Market, Hampton, NH Airport
 May 25 10 a.m. Antique Aeroplane Show, Owls Head Transportation Museum, Owls Head, Maine
 June 8 10 a.m. Antique Aeroplane Show, Owls Head Transportation Museum, Owls Head, Maine
 June 14 9 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine
 June 14 GRAND OPENING, Maine Air Museum, Bangor, Maine
 July 5-6 10 a.m. Antique Aeroplane Show, Owls Head Transportation Museum, Owls Head, Maine
 July 12 10 a.m. MAHS Meeting, TBA
 August 9 10 a.m. MAHS Meeting, TBA
 Aug. 30, 31-Sept. 1 ... 10 a.m. Labor Day Gathering of Fords; the 100th Anniversary of Ford Motor Co.
 Sept. 4-7 All Day Greenville International Seaplane Fly-In, Greenville, Maine
 Sept. 13 10 a.m. MAHS Meeting, TBA

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

443. **Raymond Severance**
 39610 Hwy. 27, Lot #147
 Davenport, FL 33837
444. **Robert C. Umberger Sr. (B-17s, WWI Period)**
 P.O. Box 92
 West Rockport, ME 04365 207-236-3800
445. **Oscar R. Marsh (Air and Space and PCs)**
 39 Corliss Street
 Bath, ME 04530-1744 207-443-5492

2003 ACE Camp

The 2003 Aviation Career Education ACE Camp will be held in Bangor from June 22-28, 2003 for high school students in grades 9-12.

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 ACE Camp c/o EMTC
 354 Hogan Road
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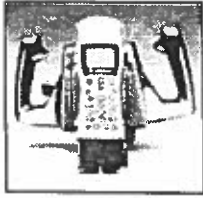
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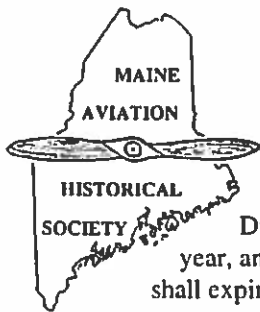
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12/03

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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

May Meeting

May 10, 2003
10 a.m.

Board Meeting 9 a.m.
Maine Air Museum
Bangor, Maine