

DIRIGO FLYER

Vol. XI, No. 9 September 2003

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 Hike to the Amherst F-84B

Story and Photos by Mike Cornett

While still at the museum, Pete Noddin, president of the Maine Aviation Historical Society and the Maine Air Museum, talked about the how, why, and where the F-84B piloted by Lt. Herbert Haws crash landed, as was reported in the August 2003 edition of the *Dirigo Flyer*.



Hike orientation by President Pete Noddin.

After waiting for more people to come, MAHS members Peter Noddin, Mike Shaw, Kent Knowles, Jim Sodermark, Joe Quinn and myself left the museum around 2 p.m. for the trip to Amherst, which took about thirty minutes. There we met Dalton (Delly) Hodgins, who, after talking to Peter last fall, found what was left of the F-84 this spring.

After traveling up a gravel logging road, we stopped and parked the trucks. With Peter talking about crash rules (basically: look, photo and replace where you found the artifact and don't take anything), we hiked down the hillside instead of coming to the site from the original path from the old Route 9. The area had been logged over the previous winter, and the skidders had cut a path to and through the crash site, making it easier to walk to where we put the memorial.

After walking about a quarter mile (thanks to the GPS marking Pete and Delly had done earlier this spring) and sweating a lot, we arrived at the site. After Pete and Delly told us about the parameters of the area, and that we had about a half hour to check out the wreckage, we scattered to see what we could find. While Pete dug the hole where the memorial cross was finally planted, we saw lots of small parts with two bigger



A labor of love!



Landowner Delly Hodgins and MAHS President Pete Noddin at the memorial site.

ones: the stainless steel leading edge of the shroud around the engine plus a part with many pieces that make it up, including bike chains (three of them), gears, rods, hydraulic lines, an electric motor, and the framework to hold it all together, all in an area of about two feet. According to Delly and Pete, the afterburner pipe is closer to the old Route 9 where it had been probably dropped off the truck while the wreckage was hauled away.

We gathered at the memorial, which Pete had lined up in the direction of the plane's flight line. Pete talked more about Lt. Haws and what happened to him and his plane, and why there were not more parts of the plane there! Over the years the loggers and locals had hauled off most of the aircraft for the metal weight. They could get more money for the metal than they could get for cutting trees for lumber.

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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 Minutes August 9, 2003

- Meeting called to order by Les Shaw as Pete was experiencing transportation problems.
1. Discussion on the new flyer. After input by e-mail, all corrections were made and Ed Armstrong said they were in production and would be printed and folded by Friday, August 15. It was mentioned that we increase amount to 2000 from 1000. It was also mentioned that we should send 25 to Cole's Museum, 25 to Owls Head some to the Bangor Chamber of Commerce, and 5 to Joni Averill of the Bangor Daily News. Possibly some to the City of Bangor officials.
 2. Next, the film was discussed. After a short discussion, Leo Boyle made the motion to accept the contract with Al Cormier seconding. Voted unanimously.
 3. The P3-Orion was then brought up with Leo commenting that a crew would fly it up to Bangor and a 2nd would come in for the decommissioning. Pete said it would be "a while" before anything happened but that we would be responsible for the crews transportation, meals and lodging.
 4. Ed volunteered to have a one-on-one with the Air Guard commander and Dan See volunteered to accompany Ed since he knows him. Dan also volunteered to go to Pittsfield with Ed to see about securing some help from Cianbro on bringing the P-3 over the fence and onto MAM property. Dan said he knows Pete Vigue having grown up with all of them.
 5. There was a slight discussion on obtaining a KC 135 and perhaps seeking permission from the city to move the fence closer to the road.
 6. The lawnmower is on its last legs and Les, who does most of the mowing, said he did not think it would last another year being over 25 years old. It was discussed that all of us would keep our eyes out for another riding mower for next season.
 7. A discussion followed on the heating bills. Ed volunteered to looking into locking in a price for next year. Ed also inquired about having the duct work finished before we hit another heating season. No action taken.
 8. Another motor is being donated and it was discussed how we are going to off load it. A forklift would be needed.
 9. Pete arrived and took over the meeting from Les Shaw, our VP. He brought us up to date on the Corsairs in Sebago and gave us his opinion on what was happening.
 10. It was reported that Owls Head had cancelled their Air Show but would still have their Antique Car display, etc. Several of our members who had planned on going to the Air Show decided not to attend.
 11. Staffing the weekends was discussed and Ed brought everyone up to date on who was working. He reported that he is calling people during the week and it is still difficult to get people to work, but somehow it happens. Meeting adjourned at 10:15 a.m.

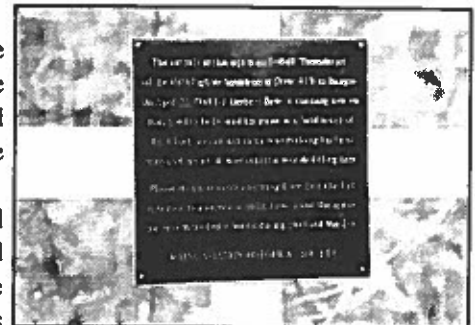
Respectfully submitted, Ed Armstrong, Secretary

UPDATE: Nothing new on the P-3 aircraft from the Navy. The film "Flying in Maine: 100 Years of Maine Aviation" is currently being filmed. Thanks to a \$1000 anonymous donation, we now have a brand-new lawnmower.

"Crash Site," continued from page 1

After talking and taking pictures of the members and Delly at the memorial cross, we walked the perimeter of the site, getting all four corners so the landowner could deed the site to the town as a memorial site.

We hiked back to the trucks, going uphill where we had stashed the extra water, and talked more about what had happened at the time of the crash. After thanking Delly for his help, we left to either go home or back to the museum from where we scattered to the four winds after making it a good day for the Maine Aviation Historical Society through our attempts to memorialize the fatal plane crashes in the state of Maine.





MAHS President's Message

Despite a few setbacks and minor disappointments early on, the Maine Air Museum, our crown jewel, has had a successful season to date. Volunteers

have been able to keep the doors open on weekends and the grounds look good. Scores of visitors have gladly paid our nominal admission fee to see our collection, and many have stated an interest in returning with family members and friends. Many visitors have been witnesses to events in Maine aviation history and their stories have been recorded for future use. The 42nd Bomb Wing display is coming together and will be a great addition for next season. A low cost "standard" method of building a display has been developed and, along with our newly appointed Museum Creative Director, this will ensure a planned orderly progress in new displays.

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. Link to the following site to view the volunteer schedule and to check for dates on which we need help:

MaineAirMuseumvolunteerschedule.org

The teamwork, dedication and tolerance of diverse ideas of our volunteers has combined to breathe life into the future of the museum. Remember, this is a hobby and supposed to be fun!

The most exciting news for the museum, however, is the recent interest by the Navy in providing a P-3A "Orion" patrol

MUSEUM HOURS	
Saturdays	10 a.m. to 4 p.m.
Sundays	12 noon to 4 p.m.
MUSEUM ADMISSION	
Adults	\$2.00
Children Under 12	\$1.00
Families	\$5.00

aircraft for static display. This will serve as a large outdoor "magnet" display and, once set up as a walk-through exhibit, it will serve to tell the long and honored history of maritime patrol aviation in Maine. Let's all keep our fingers crossed!

Events outside of the society are also great opportunities for us to fulfill our main mission of preserving our aviation heritage. The recent controversy over the attempted commercial recovery of a Royal Navy Corsair I and human remains from Sebago Lake has put MAHS in the spotlight as an information source and strengthened our relationship with the Historic Preservation Commission. Invitations to be present at major aviation history events around the state, such as the upcoming Ruth Law takeoff site memorial dedication, are an honor that furthers our purpose and recognition by the public. The recent History Channel special on aviation archaeology should raise public interest in this niche area, and MAHS is ready to provide information and assistance.

As we move ahead into the airshow/event season and preparations for next year's museum season, let's take a moment to feel good about what we have accomplished and preserved for future generations. Then let's look forward at the fundraising and numerous projects that will have to be done to be ready for next season. A lot of members doing just a little work each will ensure the future of our museum and our preserved history.

The Russians Are Visiting! The Russians Are Visiting!



Russian Antonov 225 Freighter at Bangor recently where it took on 60,000 gallons of fuel. (Photos by Mike Shaw)

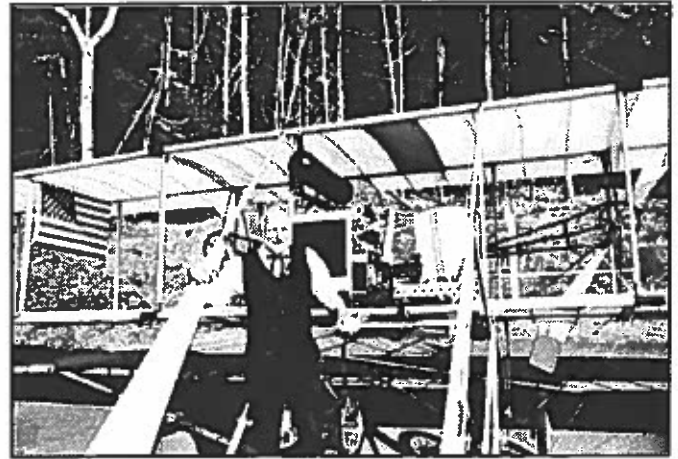
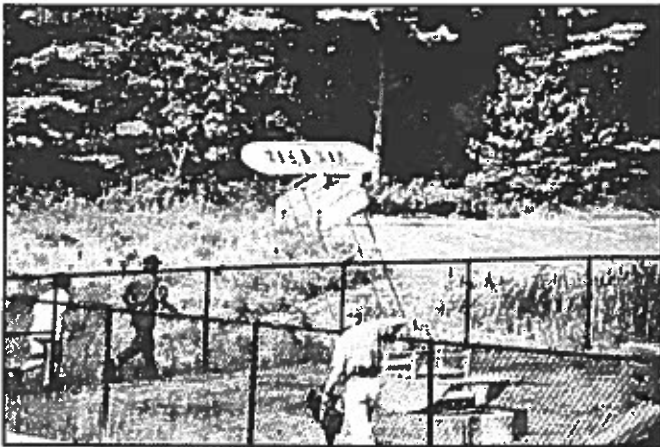


Celebrating Ruth Law Day Bath, Maine August 16, 2003

Story and Photos by Mike Cornett

Met up with Leo at the Wing Farm, where the first woman aviator to fly in Maine, Ruth Law, had taken off 90 years and one week earlier for her flight around Bath. I walked over to the Wright Model X Vin Fiz replica made by Dana Smith. As usual, when I approach some new plane anything or person who is around it, I tune out whatever is in the way and just take pictures of the aircraft. Halfway through taking the aircraft pictures, Dana Smith came up to the hillside so I missed taking the complete all around photos of the plane as it was before it crashed. I was using the hill to get the plane pictures from behind. The plane was tied to a stake at the bottom of the hill (which later contributed to the Wright replica not leaving the ground before its encounter with the tar curb).

While talking to Dana and another man on the hillside, I got to hear another person who is totally into what he is doing and has the backing to make his dream work! We talked and listened to Dana as he explained how and what it took to make the replica fly, especially when he said that he had a set of wings inside his trailer and that he and company had formed and need a week or so to complete three new sets (6) of props. Funny how the sentence came back to me when I was walking around the plane taking picture of how it looked *after* its unscheduled stop, including a broken prop!



Dana Smith and his Wright X Replica at Bath.

When we moved down around the plane, I took several pictures of Dana and the Wright. With Charlie Gabelman as the master of ceremonies, he talked about why he and the others had decided to start and finish this important event in this year of the 100th anniversary of the first controlled flight. With that said, he started with the other speakers.

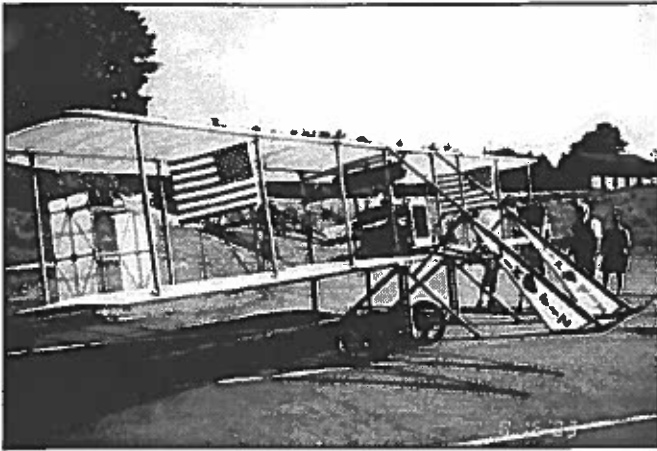
After listening to the speeches, the speakers gathered around the gray granite stone with the bronze plaque and, with them pulling the cloth off the memorial to Ruth Law, Charlie read what was on it. That completed that part of the ceremonies, and we waited for Charlie to give the signal to the people at the plane to send Dana on to his flight. There was no direct line of sight to the plane. Then we heard the Wright's engine start up and slow down, warming it up for the flight. We heard the full roar of the plane's engine while we waited for the aircraft to come around the building.



(above) Unveiling the Ruth Law plaque at Bath.

(left) The inscription on the Ruth Law plaque.

(top left) The Vin Fiz after its unlucky attempt at flight.



Dana Smith's (once and future) Wright Model X Vin Fiz replica at Bath.

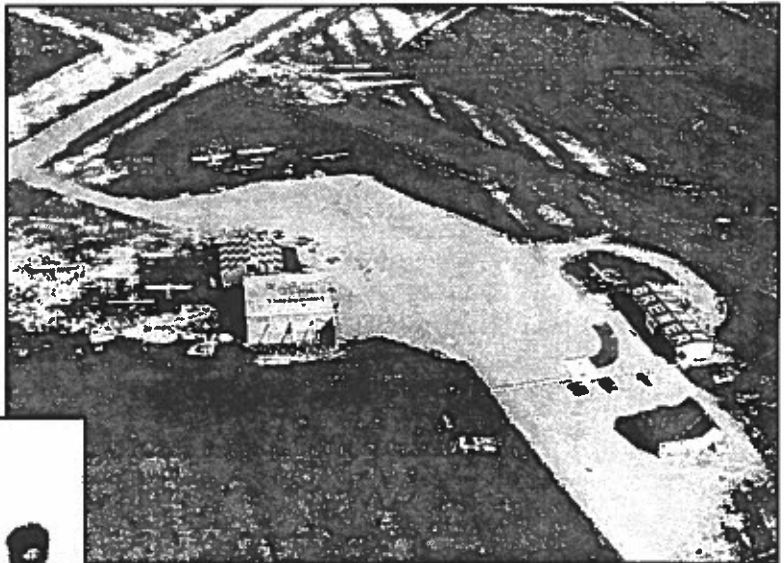
At first sight, I knew something was wrong as it was at an awkward line with one wing low and trailing the rope and the stake! There was a release on the back of the plane that Dana would activate to release the rope. The sight of the plane getting caught in the high grass is a sight that will stick with me until the end of my days! I got started taking pictures again as the plane went on its nose. As the Bath Fire Department and Bath Rescue people along with other people ran to help Dana, a great sigh of relief went up as the word was passed that Dana was all right, just shaken up.

When I got to where they were checking him out, Dana said that he took off two feet too late to miss the tar curb, catching the right skid on it. Dana said he would have the Wright back up and flying in a week or so.

I took pictures where it was, noticing that the front skids and the support that held them were broken, which held the seconite covers with the name Vin Fiz on them.

The View from Above: Remembering Brewer Airport ...

A rest break for (left to right) Harris Mathews, John Dempsey, Ralph Mower and Norm Houle after painting checkerboard squares on the roof of the Brewer Airport Hangar in the summer of 1950. (Norm Houle Photo)



The painted hangar roof at the Brewer Airport, 1950. (Harris Mathews Photo)

... and Welcoming Jimmy Buffett

Jimmy Buffett's Consolidated PB-Y-5A Catalina last month at Bangor. (Mike Cornett Photo)



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:

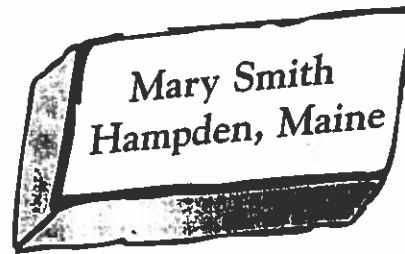
To successfully carry out and reach the museum vision, and to refurbish building 98, the Maine Air Museum needs the financial support of business and public community leaders and individual private citizens. Your interest in preserving the rich Maine aviation history will require funding presently not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

★ Altocumulus 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.

12/03



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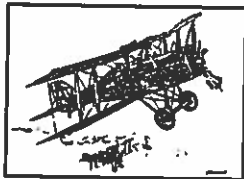
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12/02

Upcoming MAHS Meetings and Events

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

- Aug. 31 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 9 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.
 Sept. 14 All Day Radial Roundup, Kennebec Air, Waterville, Maine Airport.
 Sept. 14-16 9 a.m. Collings B-17 and B-24, Kennebec Air, Waterville, Maine Airport.
 Sept. 27 9-2 p.m. Open House, Portland Int'l Jetport, Portland, Maine. FMI:Kevin Sullivan, 207-756-8035.
 October 11 9 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 ...

... Got E-mail?

450. **Robert Bongiovanni**
 113 Franklin St., # 402 radarbob7@juno.com
 Portland, ME 04101-3149 207-772-5744

453. **John H. Trask (Loring, Pilot Ratings)**
 405 Houlton Road dpoud25a@prodigy.net
 Easton, ME 04740-4033 207-488-6190

451. **Ted A. Breezy (42nd Bomb Wing)**
 15523 Seahorse Drive
 Houston, TX 77062-3616 281-488-1307

454. **Melvin Olsen Jr. (airplanes)**
 RR 3, Box 2108 jlo@gwi-net
 Lincoln, ME 04457 207-794-2108

452. **Tom Robertson (museum building)**
 236 Main Road ertjr@msn.com
 Holden, ME 04429 207-989-4048

Don't forget to send us your e-mail address if you want it listed in the *Dirigo Flyer*. It's a great way to keep in touch with other members, share information quickly and stay current on aviation issues and happenings.

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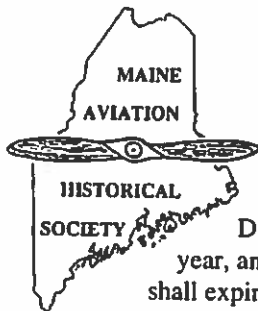
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12/03

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Westbrook, ME 04092-4020

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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

September Meeting

September 13, 2003

9 a.m.

Board Meeting to follow

Maine Air Museum

Bangor, Maine