

# DIRIGO FLYER

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Newsletter of the Maine Aviation Historical Society  
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## Transfer to Loring AFB\* — Part 2

\* Excerpted from Hank's longer study of his Air Force life titled: *Twenty Years of Flying ... and Boy Are My Arms Tired!*

By Henry L. Marois Jr., Lt. Col., USAF, Retired

At that time Loring had 18,000 people living on the base. It was the largest city north of Bangor. We used to drive the local people wild when someone would start a rumor that we were all going to Limestone and register to vote.

I returned to my routine of flying as a spare on crews. This time they all knew who I was and didn't give me any check rides. Shortly I received orders to attend the 4017th Combat Crew Training School at Castle Air Force Base near Merced, California.

A B-52 crew consisted of six men, all but one was a commissioned officer. These were the pilot, also referred to as the aircraft commander, co-pilot, navigator, radar bombardier, electronic warfare officer and the gunner, who was the only non-commissioned officer on the crew.

The two pilots flew the aircraft and backed each other up on long missions. The co-pilot was in charge of the two UHF and one HF radios and the fuel management. This was the transferring of fuel from I tanks in different parts of the aircraft to maintain weight and balance stability. Both had to be capable of flying the aircraft and performing in-flight refuelings.

The navigator and radar bombardier were in the lower part of the crew compartment and were responsible for the navigation and offensive weapons delivery. They worked as a team with each being able to perform the other's duties. In addition to the weapons carried internally we also had a cruise missile under each wing.

The electronic warfare officer (EWO) and the gunner were the defensive team. The gunner controlled the four .50 caliber machine guns in the tail of the aircraft. In the earlier models of the B-52 he was actually located in a pressurized compartment in the tail of the aircraft. In the "G" and "H" models he sat in the crew compartment on the upper deck and remotely controlled the guns. The gunner had an advanced radar systems which allowed him to have one radar in the search mode, looking for targets, while the second radar, a target tracker, picked up targets and automatically fired the guns when the target became within range.

The electronic warfare officer, my crew position, had radar detection equipment which could pick up enemy signals ranging from ground-based long-range early warning radars to target tracking radars on enemy fighters. A radar signal is transmitted, bounces off a target, is reflected back to the receiver and displayed. The key here is that enemy radars can be searching for targets but the targets can detect these signals when they are too weak to have enough strength to bounce back to the receiver. The EWO can detect and identify these signals and tune and activate jamming equipment to saturate and confuse the enemy radars. In addition to the electronics he also has infrared flares to confuse heat-seeking missiles, and chaff, made of precision cut pieces of aluminum foil which confused enemy radars. Some B-52s carried rockets which dispensed chaff ahead of the aircraft. I counted over 200 knobs, switches and controls at my crew position.

"Quail" cruise missiles were also carried by B-52s. These were small pilotless drone aircraft which emitted signals that imitated a B-52. These "Quail" could be programmed to fly their own routes. A ground operator might pick up a return indicating a B-52 and prepare to launch fighter interceptors. One moment later he would have five targets on his screen. Which was the real target?

The EWO also made all of the manual celestial observations using a sextant. The aircraft had automatic star trackers but we had to maintain our proficiency with the periscopic sextant.

Down on the floor next to my right foot was a red handle. This was the final activation control for the release of the hydrogen bombs we carried. Each B-52 carried more explosive capability than all of the bombs dropped on our enemies during WWII. This is one reason B-52 crews were so carefully selected and thoroughly trained.

That big DeSoto proved its worth on that trip. We placed boxes between the front and back seats and laid a heavy quilt on them. This gave the boys a big play area and they could take their naps with a minimum of problems. We had rented a one bedroom furnished apartment in Merced. We shipped some stuff out and picked up more from the Family Services shop at

\*Loring," con't on page 5

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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 Maine Air Museum Monthly Meeting • 13 March 2004

The meeting was called to order at 10 a.m. There were nineteen members present.

**Secretary's Report.** There were no minutes as the February meeting was canceled.

**Membership Report.** Boyle was not present but submitted the following information: We have 170 paid members at present. It was suggested that we must increase our efforts to pick up more members. We are going to push for more contact with the Air Guard and CAP as potential members.

**President's Report.** Noddin absent. Vice President Shaw commented on the February 28 Board of Directors meeting and the progress made at that meeting.

**Museum Report.** Cornett reported on plans to clean out Bay 1 for installation of displays. There is ongoing discussion concerning acquisition of Loring AFB artifacts. The mannequin search is still ongoing.

**Oronoka Restaurant.** We are still trying to make contact with someone who knows about the status of the North East Airlines memorabilia that was in the restaurant. Some initial contacts and progress have been made.

**Physical Plant.** Oil and gas were delivered on time to keep the museum heated. Plowing has been maintained. We have a new lawn mower but we do need a smaller mower for trimming of edges.

**Aircraft Acquisitions.** Nothing new to report concerning the P-3.

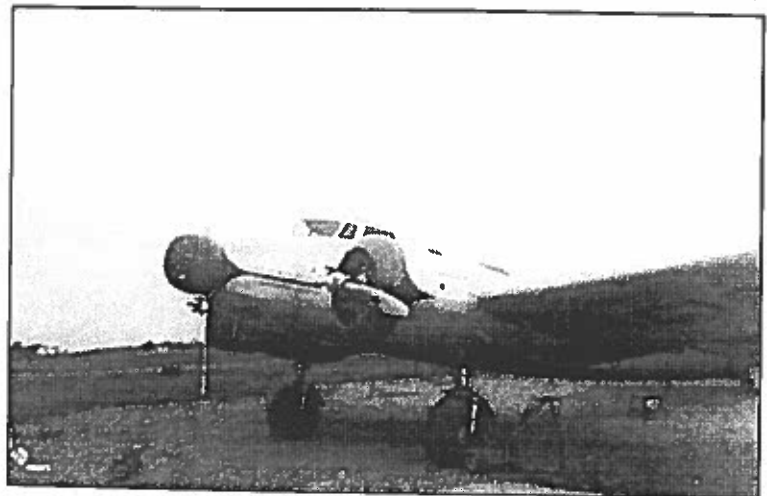
**February Board of Directors Meeting.** Shaw summarized the items covered at that meeting. There was a brief biographical description of the Hall of Fame nominees. Comments were sought concerning access to the Huey. No decisions were made. There is no question that we need more volunteers.

**Programs.** We need a Program Committee chairman. There was discussion concerning programs with the suggestion that we should put on a "White Bird" program with the Bangor Public Library as a possible location.

**Volunteer Committee.** Armstrong passed around a sheet for volunteer sign-up.

**Adjournment.** The meeting was adjourned at 11:34 a.m.

*William Townsend, Secretary*



Boston & Maine Airways' Lockheed 10A at Godfrey Field in Bangor, Maine, late 1930s.

**Maine Aviation Historical Society  
Maine Air Museum  
Board of Directors Meeting • 28 February 2004**

The meeting was called to order at 10 a.m. on 28 February 2004 at the conference room at Snowman Press in Hermon. Present: Armstrong, Cormier, Cornett, Townsend (recording), Boyle, Shaw, Quinn, Sederquist, Gopan, and Noddin.

**Secretary's Report:** The minutes of the last BOD meeting were read and accepted.

**Old Business:**

- *Seaplane Display.* John Craig is willing to work with the International Seaplane Association in working up a display for the museum. It was suggested that we have a specific seaplane display but that it be a part of the general aviation display.
- *Oronoka.* We have been unable to contact anyone in reference to the old Northeast Airlines memorabilia that used to be in the now closed Oronoka Restaurant in Orono.
- *Opening Day.* Memorial Day is May 31st and on a Monday. We decided to open on Saturday, May 29th, and be open that weekend (May 29-30).
- *Summer Goals and Projects.* We are running out of room and should open Bay 1 as a display area. It is currently filled with many items that will have to be moved so we can paint the walls. This preparation of Bay 1 will be our major project after the general aviation display is finished.
- *The Gathering of Eagles.* The Gathering of Eagles will be held at Owls Head on March 12th. This is a coordination meeting concerning air shows, displays, and activities of other museums. We need representatives to attend this meeting so we can determine which ones we plan to attend.
- *Elections.* The following were tallied: President—Noddin (30), Armstrong (1); Vice President—Shaw (30), Grant (1); Secretary—Townsend (31); Directors—Noddin (30), Shaw (30), Townsend (30), Grant (2), Houle (1), Johnson (1), Robertson (1). With one opening on the Board of Directors it was moved "that Dick Johnson be accepted to the Board of Directors." Seconded. Passed unanimously. Maine Aviation Hall of Fame. Nominated were: Military Aviation—Jay Zeamer; Civil Aviation—Clifford Strange; Civic Aviation—Harold Jones; Pioneer—Albert Stevens. It was moved "that four nominees be our 2004 selections for the Maine Aviation Hall of Fame." Seconded. Discussion: There was a discussion as to whether or not we needed a membership vote on the nominees. There was a unanimous decision that the Board of Directors or a committee appointed by them could appoint the nominees. Passed. It was decided that the announcement would be made via a news conference, possibly from Augusta. Boyle is doing the bios and will get information on Harold Jones. Cornett will get pictures of the nominees. The location of the Honors Banquet will be discussed at the April Board meeting.

**New Business:**

- *Summer Goals, continued.* Parades—It was decided that we will participate in the following parades in the Bangor area: Memorial Day, 4th of July and Veterans Day. Air Shows—We will participate in Owls Head and Greenville shows this year. Public Relations—We need to develop people with connec-

tions to other media people. We may also need to purchase public ads. Sederquist moved "that we join the Bangor Convention and Visitors Center." Seconded. Discussion concerning the cost of about \$100 per year. Membership will get the museum placed on their web page, allow for the distribution of brochures and other materials. Passed. Volunteers and Web Calendar—Armstrong will coordinate volunteers again this summer. Shaw will handle the web calendar. Other—Townsend discussed the possibility of adding an addition to the web page that would be more easily updated and cover more photos. There was general discussion of collecting oral histories, walk of fame designs, hikes, and memorial dedications.

- *Aircraft and Acquisitions.* P-3 Orion—Still on hold with no recent communications. Huey Paperwork—We need the transfer papers and also need to locate all papers associated with the UH1 helicopter. Luscombe—This aircraft is starting to show damage from being disassembled and moved each year. Wing pins and door hinges are damaged. We will attempt to repair these properly before we display it this year. We also need to decide whether or not to move it in and out each year. Limiting Acquisitions—There was a discussion of an offer, via Boyle, of a partially completed replica antique aircraft. It was felt that we do not have the ability at this time to complete this aircraft. The family wanted to donate it to the museum and for the museum staff to continue the construction. Boyle will check to see if Owls Head might assist us or accept the donation.

- *Displays and Disposals.* Engine Canister—Nothing has been recently received from the Navy but we have been told that we can dispose of it. It should go to Brunswick Naval Air Station but we are hoping that due to the transport distance, we can get the Air National Guard to accept it for disposal. Display Cases—We can dispose of some display cases currently stored in Bay 2. 42nd Bomb Wing Display—We need a safer location for this display. It should be moved to Bay 1 which is more secure and weatherized. Flight Suit—The High Altitude Flight Suit that was donated needs to be set up and displayed on a mannequin this summer as per the request of the donor. Biplane—This aircraft will be going up for auction on eBay shortly. We will notify John Miller when we are ready to do this and he will handle the auction. Egress of Huey—Insurance is needed in case a child falls out of it. We could 1) erect a step so people can get in and out of it, or 2) have limited access to be available only when an attendant is present.

- *Administration.* Program Chairman—We need to come up with more suggestions for meeting locations and speakers. We will have a brainstorming board meeting after the March 13th monthly meeting on this subject. Office Worker—Les Shaw has been attempting to do the office work for several years now. Lack of information on exactly how things are catalogued is a limiting factor. Committees—Committee makeup. It was decided that two board members and two from the general

## Erratum

In last month's *Dirigo Flyer*, we published this picture of the 1947 Stinson destroyed by fire at Sanford Airport on January 25, 2004. It was stated that this plane was formerly NC6197M. This is an error — NC6197M is alive and well in Maryland.



The following is from <http://www.hangar9aeroworks.com/banner1.gif> by John Baker of Damascus, Maryland. This is in the early Maine years of N66197M, and you can read of its current history to date at the above web site.

Stinson Nine-Seven-Mike, manufactured by the Stinson Division of the Consolidated Vultee Aircraft Corporation, Van Born Road, Wayne, Michigan received its airworthiness certificate on January 16, 1948. The Application for Airworthiness, signed by "R.J. Hendrickson, Chief Inspector" and the original Computed Weight and Balance sheet, prepared by "J. Sherwood" and approved by "M. Koski" include these facts:

Serial Number: 108-4197; Engine: Franklin 64A-165-B3; Engine Serial Number: 31976; Empty Weight: 1320 pounds; Gross Weight: 2400 pounds.

Stinson Voyager production records, obtained from Univair, indicated that 97M was delivered with standard equipment and was a Flying Station Wagon model. The records show that the original color was maroon.

On March 8, 1948, Portland Flying Service, Inc, of Pittsfield, Maine became the first owner of 97M. That did not last long, because on the very next day the plane was sold to Doane's Airport, Inc., 133 Elm Street, South Brewer, Maine, owned by George R. Sailor. The bill of sale was signed by H.F. Troxel, President of Portland Flying Service.

George Sailor had purchased two new Stinsons, NC6059M and NC6197M, to establish a Stinson dealership in early 1949. Apparently, Mr. Sailor's company underwent a few transitions, and so ownership of 97M was transferred from Doane's Airport, Inc. to Eastern Maine Flying Service on October 9, 1949 and to Penobscot Aviation, Inc. on July 14, 1950. As far as I can tell, these three organizations were all based at the Doane's

Airport in South Brewer and all associated with George Sailor. Stinson and its assets were purchased by Piper shortly after 97M was initially purchased by Sailor, and the Stinson Division of Consolidated Vultee was dissolved. So much for the Stinson dealership. 6197M was flown very little in hopes of a resale. NC6059M (serial 108-4059) is still on the FAA registry and owned by Paul D. Steck, Jeremy Hill, Pelham, New Hampshire 03076. Mr. Steck has owned 59M since May 16, 1979.

In the spring of '49, there was an apparent mishap that required repair to the outboard left wing. The repair, including recovering with Grade A fabric "from the landing light to the wing tip," was completed on May 26, 1949.

I'm fortunate to have a vintage photograph of NC6197M from August 21, 1949. The photo (on page 5) was taken at the Bar Harbor Airport in Trenton, Maine by Lowell Youngs, a staff photographer for *The Bangor Daily Commercial*. The occasion was a breakfast flight of 12 planes and 23 individuals from Brewer to Bar Harbor which was covered by the press. Standing in front of the plane is a very young Ralph Mower, who later retired as an American Airline pilot. The photo was sent to me by Norman Houle, a retired Delta pilot who in 1949-'50 managed the FBO at the Doane's Airport for George Sailor. Norm had asked Ralph to fly the airplane with the newspaper people. I contacted Ralph Mower and he wrote to tell me that the plane was new at the time he flew it and was painted maroon with cream trim. "It was a nice airplane to fly being brand-new at the time. I enjoyed it."

I'm very grateful to Mr. Houle for locating me and sending that photograph, my only photo of 97M as an almost new airplane. The photo shows that the plane was equipped at that time with an Aeromatic propeller. The Koppers Aeromatic propeller was not original equipment. It was installed on June 24, 1949, replacing the original Senenich 76JR-53 fixed pitch wood propeller and spinner. Also during this time (7/18/49), a flare kit was installed on the back of the right front seat. The flare kit consisted of: five Mark I one-minute parachute flares and one Mark III Flare Pistol Fiber Products Corporation container for above; total weight of the installation was 15 pounds.

In July of 1950, a Form 337 was submitted to allow a modified Aeronca Sedan Stretcher to fit the 108-3, with the right seats and seat supports removed. It looks like 97M did a little ambulance work. During that same month, a repair was made to the left wing tip and the rear spar extension. Probably using what was on hand, the spar extension was repaired "using reinforcing angles cut from Aeronca butt ribs." The wing was recovered to the number one rib with Grade A fabric and dope.

Norm Houle says that George Sailor sold 97M in late 1950 to a "man from downeast Maine." The bill of sale and registrations lists that new owner as Laura C. Ketchen of Princeton, Maine. The date of sale was July 14, 1950. Less than a year later, on June 22, 1951, ownership was transferred to Newport

*NC6187M, continued on page 5*

*NC6187M, continued from page 4*

Flying Service, Inc., Municipal Airport, Millinocket, Maine. An Aircraft Inspection Report dated 8/11/52 reported that the aircraft and engine had been operated for 632.05 hours. More than a year later, on 10/5/53, an Inspection Report stated that total time was 590 hours — an unexplained error?

On May 11, 1953, Bar Harbor Airways, Inc., Trenton, Maine purchased the plane. It was registered by Thomas Caruso, Vice President. Joseph Caruso was listed as President on the bill of sale, when, the following year, on June 22, 1954, the plane was purchased by Skymeadow Airfield, Inc., Orleans, Massachusetts. Willard E. Ketchen registered the plane as President of Skymeadow. It looks like the plane may have already been in the family a couple of years prior under the name Laura C. Ketchen.



NC6197M at Bar Harbor Airport, Trenton, Maine on August 21, 1949. Pilot: Ralph Mower.

The now defunct Bangor Daily Commercial included an article and two photographs of the Sunday breakfast flight to Bar Harbor in its August 22, 1949 edition, page 9. The first photo is an aerial view of the Bar Harbor Airport, with the headline "Goal of Sunday Breakfast Pilots." The photo shows four or five light planes that were part of the flight on the ground at Bar Harbor, as well as a DC-3 and a PBM "used to transport lobsters all over the U.S." The second photo, taken from 97M by Lowell Youngs, shows the "sister ship" to 97M, Stinson NC6059M, in the air. Piloting 59M was Norman Houle, "Chief Pilot at Doane's" with passengers Gloria Haney, Earl Ingalls, and Roy Colford, all of Brewer. 97M was piloted by Ralph Mower and passengers included Edward Cox, reporter for The Commercial, photographer Lowell Youngs, and Mrs. Youngs.

The article, headlined "Light Plane Pilots and Guests Journey to Bar Harbor for Sunday Breakfast: Maine's Beauty Revealed from Air" described the flight of 12 airplanes and the 23 participants. It mentions that "the group was joined shortly after its arrival [at Bar Harbor] by Kent Hassen of Old Town, who flew down in his Stinson station wagon, accompanied by Herbert Robbins of Bangor."

I spoke with Robert A. Cossette, Airport Manager at Bar Harbor in July of 1996. He described the airport in its early days and showed me photos of the airport as it appeared in the mid- and late '40s. The small Quonset huts that appear just behind 97M in the 1949 photo were torn down, along with the old terminal building and hangar, when the terminal was relocated in 1978.

*Loring, cont'd from page 1*

the base. The boys had the bedroom while Mary and I slept on a folding couch in the living room. It was snug but worked and the weather was great.

Our days were packed with classroom training and flying. We got a lot of time in the flight simulators and didn't have to worry about what to do in our spare time. Sunday afternoons we would drive to Yosemite National Park for picnics. Beautiful!

It was at Castle that I was crewed up with the men I was to spend the longest time in my career with. The pilot, co-pilot and radar bombardier had flown for several years as a B-7 crew at Biggs AFB near El Paso in west Texas. They were a polished team. The navigator, gunner and myself were added to their team. It was a pleasure to be with them. The training took three months and it went by very quickly and we were on our way back to Loring.

Combat aircrew training in the Strategic Air Command was serious business. Each crew position had a complete series of courses which had to be successfully completed. I had to learn all about the "black boxes" in my crew position, oxygen system, radios, hydrogen bombs, aircraft electrical and hydraulic systems, and Soviet air defense systems and their equipment.

*Board of Directors, cont'd from page 3*

membership will be on each committee. *Aircraft Acquisition*—Ed Armstrong, Joel Gopan, and Carl Sederquist will be on this committee. *Grants*—Betty Duff has offered to work on grants for us but no follow-up has been made since her offer. Noddin and Shaw will head up this committee. *Gift Shop*—Townsend and Cornett will head up this committee. Proposals will be presented at the April meeting. *Membership*—We need to recruit young people. It was suggested that the Air Guard is a wealth of possible new members; also CAP members.

• *Physical Plant. Site Plan*—This will be taken up at the next board meeting. Some work and planning has been done for the possible location of the P-3. *Heating Plant*—Some duct work must be moved. A September work session will be scheduled to take care of this.

• *On Hold. Air National Guard*—Discussion on working with the Air National Guard was tabled. *Army National Guard*—Personnel who were scheduled to work on the maintenance of the Huey are currently in Iraq. They will be returning in March and we will be back in contact with them at that time.

**Adjournment:** It was moved "that we adjourn." Seconded. Passed unanimously at 1422 hours.

William Townsend, Secretary

## Buy a Brick and Support the Maine Air Museum

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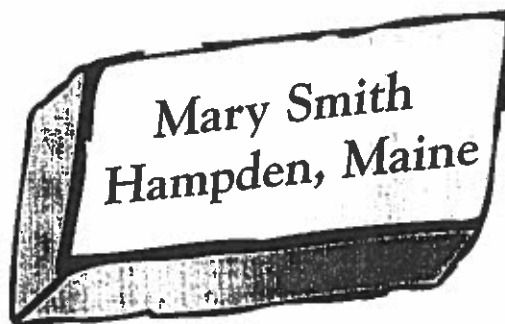
To successfully carry out and reach the museum vision, and to refurbish building 98, the Maine Air Museum needs the financial support of business and public community leaders and individual private citizens. Your interest in preserving the rich Maine aviation history will require funding presently not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

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## Upcoming MAHS Meetings and Events



- April 10 ..... 10 a.m. .... MAHS Meeting, Maine Air Museum, Bangor, Maine.
- May 8 ..... 10 a.m. .... MAHS Meeting, Maine Air Museum, Bangor, Maine.
- May 29 ..... 10 a.m. .... Re-opening for 2004, Maine Air Museum, Bangor, Maine.
- July 3-4 ..... All Day ..... Antique Aeroplane Show, Owls Head Transportation Museum, Owls Head, Maine.
- August 7-8 ..... All Day ..... Aerobatic Spectacular, Owls Head Transportation Museum, Owls Head, Maine.

**Got Ideas?**  
 MAHS meeting sites are flexible and we're always looking for guest speakers and new program ideas. If you have any ideas or if you can be of help, call Les Shaw at 1-877-280-MAHS.

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

**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](http://MaineAirMuseumvolunteerschedule.org)

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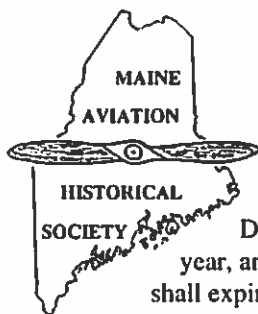
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Maine Aviation Historical Society  
P.O. Box 2641  
Bangor, ME 04402

### April Meeting

April 10, 2004

10 a.m.

Maine Air Museum  
Bangor, Maine