

DIRIGO FLYER

Vol. XII, No. 6 June 2004

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 www.maineairmuseum.org](http://www.maineairmuseum.org)

How Things Change

By Member James E. McCarthy

Aviation security in 1950 wasn't much like it is today. It was just as well for me, at least in one instance.

On June 30th of that year, I left the Old Town Airport in a Cessna 120, N-72731, on a direct course to Montreal. I left from Old Town, rather than Brewer where the airplane was based, and from where my trip originated, so that I might file a VFR Flight Plan, in person, with the Flight Service Station in the tower at Old Town. I remember the occasion and the FAA Controller, except for his name.

Three hours and 15 minutes after departure I landed at Dorval Airport, but not without incident, and a couple hours of concern. The concern related to the terrain I was looking down upon, nothing to do with the airplane or the progress of my flight, but with the absence of places to put a single engine airplane, on wheels, on the ground. I was familiar with the Maine backcountry, but I had not given it much thought until that flight time between Old Town and the relatively open farmland and frequent roads that appeared once well into Quebec. In Maine, only the road to Jackman seemed at all hospitable.

The incident related to a straight-in approach to Montreal. Just as I was relaxing from my concern about lack of landing spots enroute, a big airport appeared straight ahead with a runway alignment that looked like Dorval. My clearance from the Dorval tower was straight-in, so — I landed.

It became apparent, as soon as I pulled off in front of a large building, that I was wrong. A big sliding hangar-type door opened slightly and, before I could shut down the engine, a Canadian with a French accent informed me that I had better get over to Dorval. This was a military field, not accepting civilian traffic. He pointed. I turned back on the runway, continued a take-off as if this was just a planned "touch and go." Almost as soon as I was off the ground the real Dorval was evident in front of me. I proceeded on my tower clearance and



A Cessna 120 of the type member Jim McCarthy was flying on his trip to Montreal.

landed at Dorval. No mention was made, by me or the tower, of my "slight" deviation.

I was directed to the transient ramp, or tarmac, as they put it, and was met by two Canadian officials, an Immigration Agent and a Customs Agent. They peered in the right side as soon as I opened the door, asked me where I was coming from, where I was born, how long I expected to be in Canada, and wished me a pleasant stay in Canada. No inspection of the airplane. That was it. No passport. No identification proof that I can remember. I wonder how it would be today?

The next day I started back, but the return did not include the direct course to the Bangor area. I had seen enough of that wilderness. My route was Montreal to Burlington, Burlington to Portland, Portland to Brewer, for a total of three hours of flight time. I can remember no Immigration or Customs formalities, either Canadian or American.

Such was the careless freedom we took for granted in those days. Not only do I wonder how it would be now, but could we do it at all today? Certainly, not so easily and casually.

Dirigo Flyer is published monthly by the Maine Aviation Historical Society, a non-profit (501c3) corp. P.O. Box 2641, Bangor, ME 04402
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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.

NEWS ... NEWS ... NEWS ... NEWS ... NEWS ...



We're Open!

The Maine Air Museum is open for the season as of May 29, 2004.

We will be open Saturdays from 10 a.m. to 4 p.m. and Sundays from noon to 4 p.m.

Please see Les Smith or Ed Armstrong to volunteer for some shifts at the museum → where the planes fly by!

A New Book



Member Rodney Laughton has just published a new book:
Scarborough in the Twentieth Century.

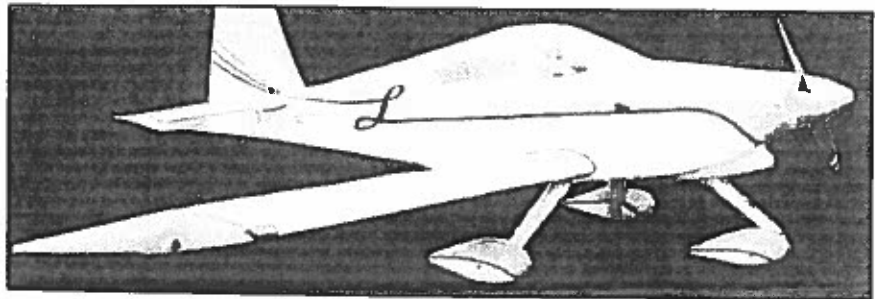
There are fourteen neat aviation pictures included and the price is just \$20. It should be available at Borders or Barnes & Noble, or see Leo Boyle to order a copy.



Summer Excitement

With summer comes excitement — not only the great planes coming and going but great new exhibits to enhance the museum for our visitors. There is something for everyone to do and enjoy, so sign up now to volunteer and bring some excitement into *your* summer!

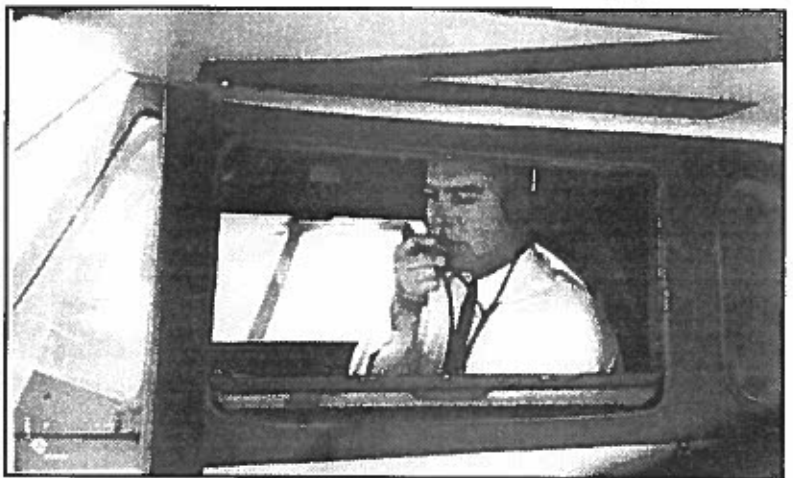
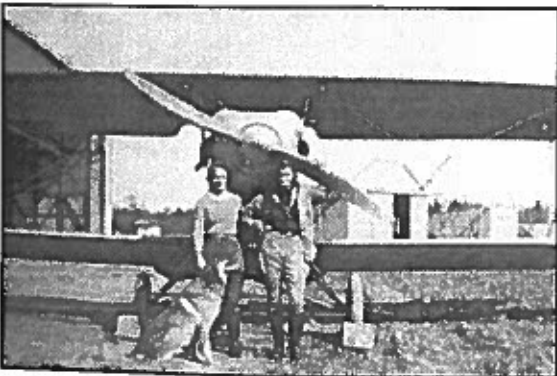
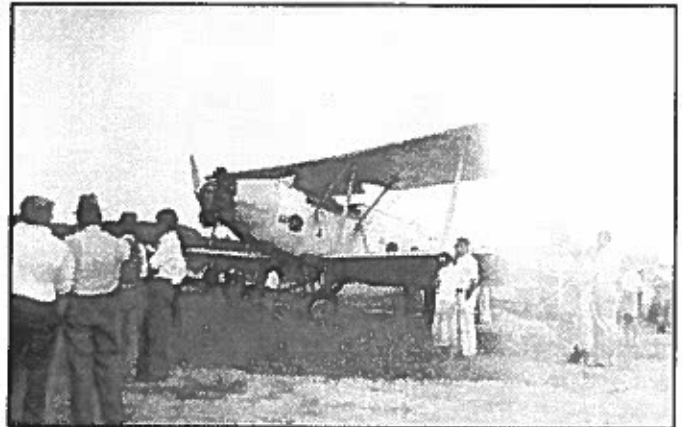
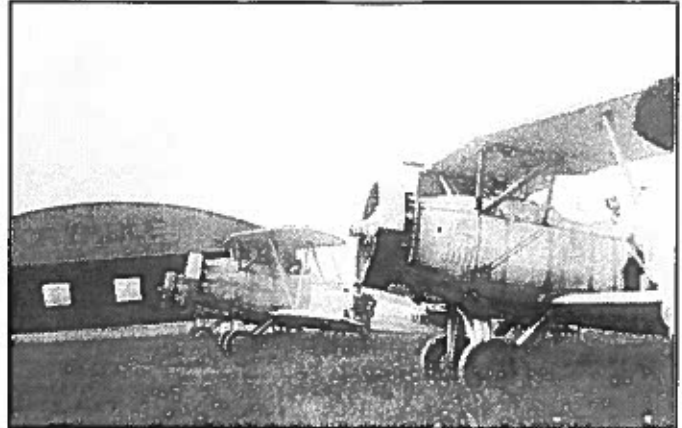
Coming Soon ...



Keep your eyes open for this newly completed RV-9A homebuilt that member Lin Lawrence hopes to fly up from Florida this summer to visit the Maine Air Museum.

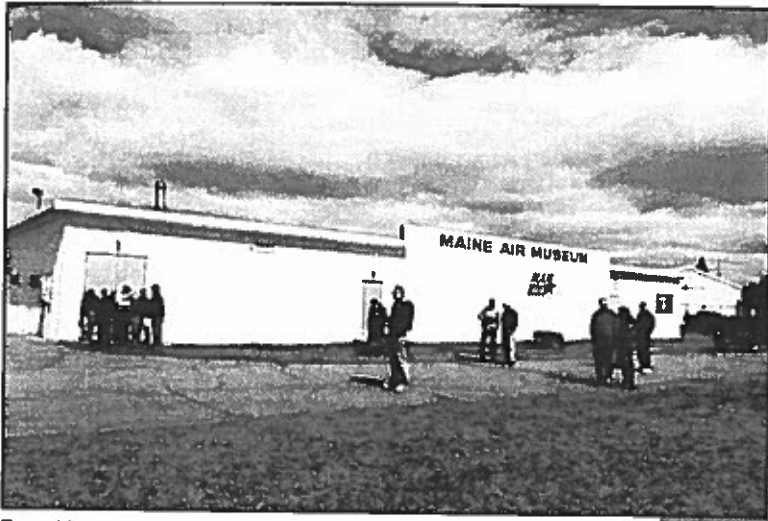
Before the Museum ...

Someone donated a disc to the museum with the following photos (and more) on it. Will whoever donated this disc please come forward so we can credit and thank you? We also need help in further identification of the photos.



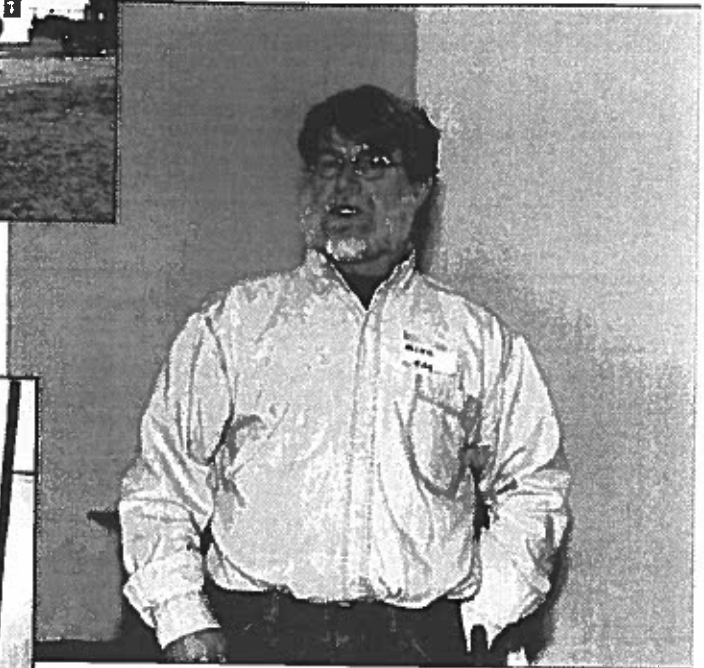
At the Museum ...

... A Photo Gallery of the



All Photos by Mike Cornett

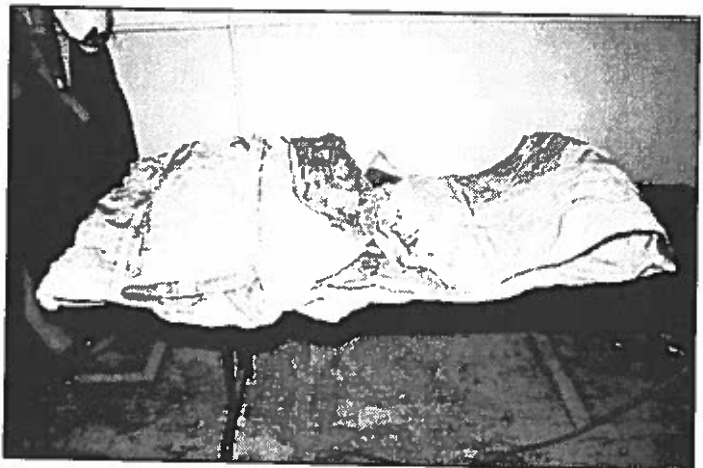
Everything stops when the planes land and takeoff.
Our grandstand seat.



Mike Muchmore of Wiscasset, President of the Maine Aeronautics Association, at the recent Aviation Expo held in Bangor.

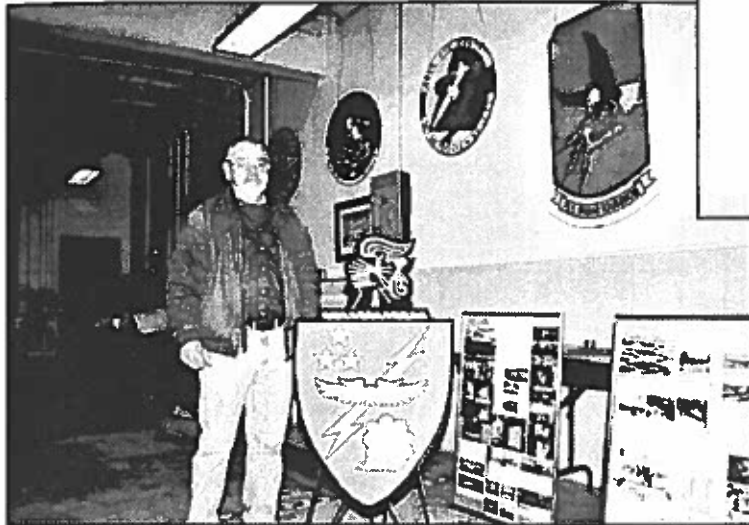


Telford Allen receives an award from Malcolm Brydon at the Expo for this help with the Ace Camp.

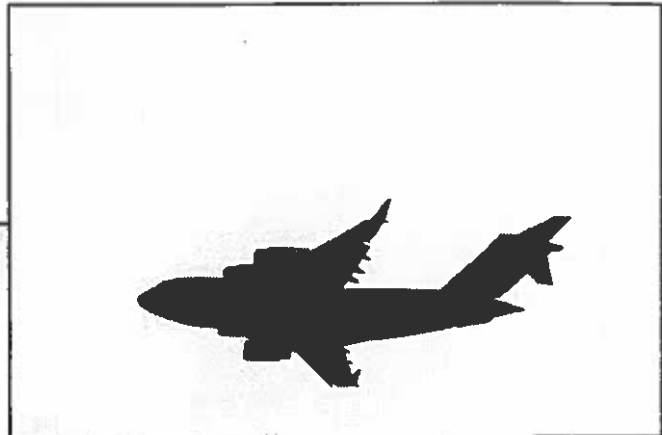


A portion of the Albert Stevens Stratosphere Balloon from the 1930s now at the museum.

... People, Planes and Prized Possessions of the Maine Air Museum



Member Bob Day and his newest squadron insignia for the museum, this of the 49th Fighter Squadron.



A C-17 departs Bangor as seen from the museum.



Dow AFB plaque of 1957 recently recovered from destruction, now at the museum.



Our exhibit at the Maine Aviation Education Expo held at EMCC in Bangor.

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:

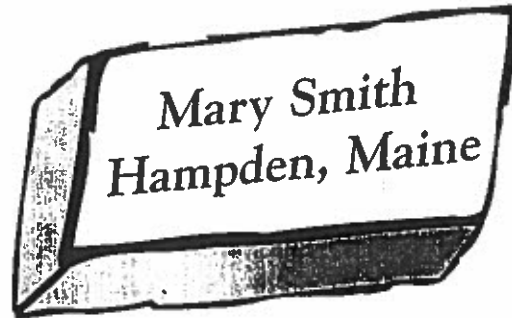
To successfully carry out and reach the museum vision, and to refurbish building 98, the Maine Air Museum needs the financial support of business and public community leaders and individual private citizens. Your interest in preserving the rich Maine aviation history will require funding presently not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

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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
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\$20.00 (plus \$3.00 postage and handling)

MAHS Book Order Dept.
101 Monroe Ave., Westbrook, ME 04092-4020

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Join the MAHS Today and Catch the Excitement !!

Upcoming MAHS Meetings and Events

✈ ✈ ✈ 2004 — 2004 — 2004 — 2004 — 2004 ✈ ✈ ✈

- May 29 10 a.m. Re-opening for 2004, Maine Air Museum, Bangor, Maine.
 June 12 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.
 July 3-4 All Day Antique Aeroplane Show, Owls Head Transportation Museum, Owls Head, Maine.
 July 10 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, Maine.
 August 7-8 All Day Aerobatic Spectacular, Owls Head Transportation Museum, Owls Head, Maine.
 August 14 10 a.m. MAHS Meeting, Maine Air Museum, Bangor, 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

✈ ✈ ✈ **COME JOIN US and CATCH THE EXCITEMENT** ✈ ✈ ✈

*Join the Maine Aviation Historical Society Today
 Help Preserve Maine's Aviation History for Tomorrow
 For more information, call 207-941-6757 or 1-877-280-MAHS (in state)
 or check out our **NEW** web site at www.maineairmuseum.org*

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Text for laser engraving: _____

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Card Holder Signature _____ Date _____

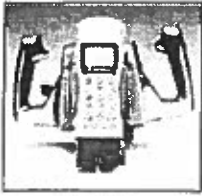
I am interested in a grant or matching grant contribution of \$ _____

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.

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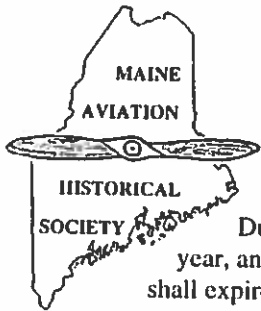
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12 monthly newsletters!

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* (2 annual \$250 payments)	

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Newsletter, Decal, Museum Admission
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Newsletter, Decal, Museum Admission, 4 Free Passes
Newsletter, Decal, Lifetime Membership Number,
Museum Admission, 10 Free Passes

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

June Meeting

June 12, 2004

10 a.m.

Maine Air Museum
Bangor, Maine