

MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

1944-1946

(in three volumes)

VOLUME III

Maine Aeronautics Commission

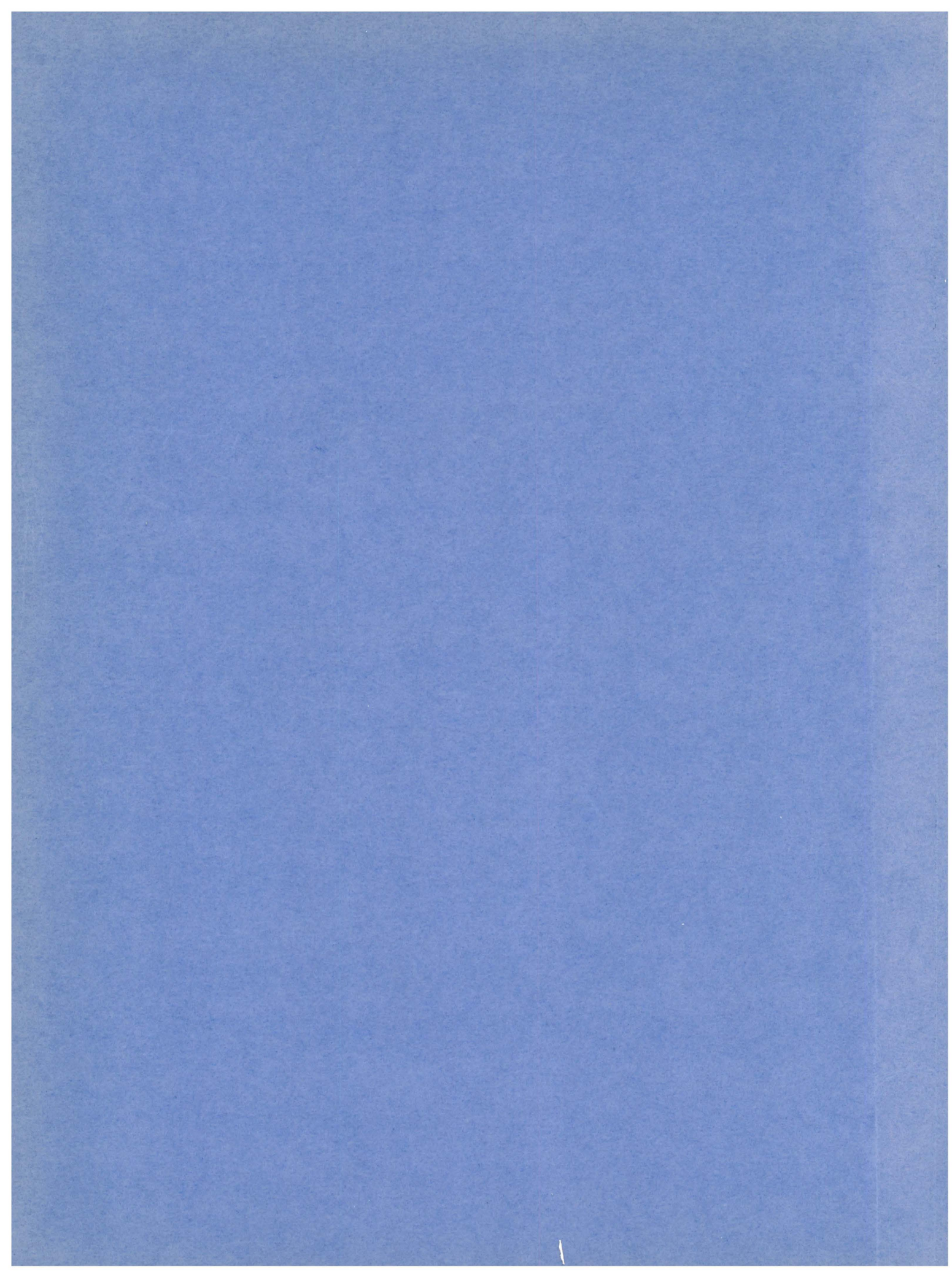


REPORT
to
GOVERNOR HORACE HILDRETH
and
GOVERNOR'S COUNCIL

DECEMBER 31, 1945

JOHN E. WILLEY, Chairman
HARRY E. UMPHREY
WM. TUDOR GARDINER

Director
PHILIP E. TUKEY, Jr.



REPORT

of

MAINE AERONAUTICS COMMISSION

December 31, 1945

CREATION AND DUTIES OF AERONAUTICS COMMISSION

The Maine Aeronautics Commission was created by Act of Legislature, Laws of Maine, 1941, Chapter 236.

The duties of the Commission are in part as follows:

"The commission shall administer the laws relating to aeronautics and shall make such rules and regulations concerning air traffic, not inconsistent with federal regulations covering aeronautics, as may be necessary to promote public safety and the best interests of aeronautics within the state by studying aviation needs, assisting and advising authorized representatives of political subdivisions within the state in the development of aeronautics, and by cooperating and coordinating with such other agencies, whether local, state, regional or Federal, as may be working toward the development of aeronautics within the state.

"The commission shall supervise and control all state airports and shall make such rules and regulations concerning the use of the said airports and their facilities as they deem necessary for the efficient management thereof and the development of aviation."

Revised Statutes of Maine, 1944
Chapter 21, section 2.

COMPENSATION OF COMMISSION

The Commission serves without compensation.

Revised Statutes of Maine, 1944
Chapter 21, section 1.

AERONAUTICAL FUND

By legislative act a tax was levied on internal combustion engine fuels which are sold to be used for aeronautical purposes. This tax amounts to four cents per gallon.

Revised Statutes of Maine, 1944,
Chapter 14, section 163.

The Legislature further provided for the collection and disbursement of the tax as follows:

"Every distributor of internal combustion fuels shall keep a record of sales of such fuels as are sold to be used for aeronautical purposes and shall render a report thereof as provided in section 163. To the aeronautical fund, as heretofore established, shall be credited the tax received by the state on internal combustion engine fuels which are sold to be used for aeronautical purposes. Provided, however, that the necessary expenses of the collection of the tax on such fuels, to be used for aeronautical purposes, shall be deducted. All fees from the registration of aircraft and pilots as provided for by law and all fines as imposed under the provisions of law relating to aircraft and pilots shall accrue to the aeronautical fund. Any unexpended balance from the above apportionments shall not lapse but shall be carried forward to the same fund for the next fiscal year and be available for such uses as indicated in this section. The aeronautics commission is authorized and directed to expend so much of the aeronautical fund as may be necessary for the purposes of carrying out the duties imposed upon it by law and to expend any unexpended balance in such fund to assist in the maintenance of, and the removal of snow from, municipal, state, and federal airports in this state in such manner and in such amounts as it shall deem equitable. The amounts in said fund are appropriated for the purposes set forth herein."

Revised Statutes of Maine, 1944,
Chapter 14, section 167.

In addition to the tax on fuels, the Commission collects the following license and registration fees:

(a)	Pilot's license	\$ 1.00
(b)	Parachute rigger's license	1.00
(c)	Registration of resident owned aircraft	1.00
(d)	Registration of non-resident owned aircraft	15.00

There appears herewith a complete record of all funds collected and disbursed by the Commission from July 1, 1941 to December 31, 1945.

July 1, 1941 - June 30, 1942

Unexpended Balance		\$ 526.89
<u>Revenue:</u>		
Aeronautical Gas Tax	\$13,761.62	
Transfer - Council Order #889	2,000.00	
Pilot & Parachute Licenses	794.00	
Aircraft Registrations	355.00	
Other	7.71	
Misc. Adjustments	76.46	<u>16,994.79</u>
Total Available		\$17,521.68
<u>Expenditures:</u>		
Personal Services		\$ 1,532.01
<u>Office Expense:</u>		
Office Supplies & Equip.	\$ 164.53	
Postage	122.12	
Telephone & Telegrams	279.86	
Printing	100.46	<u>666.97</u>
<u>Travel:</u>		
Meals	\$ 66.90	
Hotel & Lodging	29.60	
Gratuities	7.60	
Transportation	230.30	<u>334.40</u>

July 1, 1941 - June 30, 1942 - continued

General Operating Expense:

National Associations	\$	58.00	
Convention Fees		5.50	
Gasoline		18.52	
Misc. Supplies		36.51	
Books		15.22	
Road Signs		2.50	
Drafting and Photos		15.99	
Advertising Highway Maps		.45	\$ 152.69

Total Expenditures \$ 2,686.07

Unexpended Balance \$14,835.61

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July 1, 1942 - June 30, 1943

Unexpended Balance Brought Forward \$14,835.61

Revenue:

Aeronautical Gas Tax	\$22,873.72	
Pilot & Parachute Licenses	183.00	
Aircraft Registrations	107.00	
Other	1.25	23,164.97

Total Available \$38,000.58

Expenditures:

Personal Services \$ 1,937.36

Office Expense:

Supplies & Equipment	\$	102.20	
Meter Postage		55.70	
Telephone & telegrams		280.02	
Typewriter Repair		12.50	450.42

Travel:

Mileage	\$	223.28	
Meals		66.15	
Railroad Fares		38.25	
Hotel & lodging		29.98	
Gratuities		7.00	
Taxi Fares		8.15	
Fee		1.00	
Car Fares		.70	
Auto Storage		1.25	375.76

July 1, 1942 - June 30, 1943 - continued

General Operating Expense:

Photographs	\$	6.18	
Decorative Expense		4.00	
Unusual Contractual Expense		50.00	
Periodicals		10.00	
Employee Bond		30.00	
Insurance		9.93	
Miscellaneous		<u>11.75</u>	\$ 121.86

Snow Removal Allotments:

Payments to Cities & Towns			<u>7,300.00</u>
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Total Expenditures \$10,185.40

Unexpended Balance June 30, 1943 \$27,815.18

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July 1, 1943 - June 30, 1944

Unexpended Balance: \$27,815.18

Revenue:

Aeronautical Gas Tax	\$24,386.43	
Pilot & Parachute Licenses	100.00	
Aircraft Registrations	<u>71.00</u>	

Total Income 24,557.43

Total Available \$52,372.61

Expenditures:

Personal Services \$ 1,594.00

Office Expense:

Supplies & Equipment	\$	121.22	
Meter Postage		50.82	
Telephone & telegrams		315.83	
Mineographing		<u>2.60</u>	490.47

Travel:

Mileage	\$	699.15	
Meals		26.00	
Railroad Fares		5.04	
Airplane Fares		8.90	
Hotel Lodging		4.00	
Gratuities		.60	
Taxi		<u>2.00</u>	745.69

July 1, 1943 - June 30, 1944 - continued

General Operating Expenses:

Employees Bonds	\$	7.50	
Periodicals		10.00	
Unusual Contractual Services		80.00	
Special Services		480.00	
Insurance		119.37	
Legislative Awards		993.18	
Miscellaneous Expense		<u>3.00</u>	\$ 1,693.05

Snow Removal Allotments:

Payments to Cities & Towns			\$ 7,278.45
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Total Expenditures			\$11,801.66
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Unexpended Balance June 30, 1944			\$40,570.95
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July 1, 1944 - June 30, 1945

Unexpended Balance			\$40,570.95
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Less: Adjustment of Insurance Charge			<u>404.21</u>
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Adjusted Balance			\$40,166.74
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Revenue:

Aeronautical Gas Tax (net)	\$16,614.34		
Pilot & Parachute Licenses	211.00		
Aircraft Registration	<u>165.00</u>		

Total Revenue			\$16,990.34
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Total Available			\$57,157.08
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Expenditures:

Personal Services			\$ 1,612.23
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Office Expense:

Supplies & Equipment	\$	77.83	
Meter Postage		77.29	
Printing		65.42	
Telephone & Telegrams		<u>367.34</u>	587.88

Travel:

Mileage	\$	606.97	
Meals		127.30	
Railroad Fares		45.57	
Airplane Fares		254.90	
Hotel & Lodging		37.60	
Pullman Fares		24.82	
Gratuities		18.20	
Garage Charges		3.60	
Taxi		<u>27.35</u>	1,146.31

July 1, 1944 - June 30, 1945 - continued

General Operating Expense:

Association Dues	\$	112.50	
Employee Bond		2.50	
Repairs to Equipment		10.00	
Periodicals		37.00	
Miscellaneous		<u>7.19</u>	\$ 169.19

Capital Expenditures 750.00

Snow Removal:

Payments to Cities & Towns 9,381.62

Total Expenditures \$13,647.23

Unexpended Balance June 30, 1945 \$43,509.85

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July 1, 1945 - December 31, 1945

Unexpended Balance \$43,509.85

Revenue:

Aeronautical Gas Tax	\$13,664.63	
Pilot & Parachute Licenses	79.00	
Aircraft Registration	<u>91.00</u>	

Total Revenue 13,834.63

Less: Intrafund Transfer 26.00

Adjusted Total \$13,808.63

Total Available \$57,318.48

Expenditures:

Personal Services \$ 1,212.00

Office Expense:

Supplies & Equipment	\$	91.98	
Meter Postage		23.96	
Telephone & Telegrams		<u>152.02</u>	267.96

Travel:

Mileage	\$	172.27	
Meals		102.45	
Railroad & Bus Fares		16.40	
Airplane Fares		169.05	
Hotel & lodging		53.85	
Taxi		34.50	
Pullman		<u>1.50</u>	550.02

July 1, 1945 - December 31, 1945 - continued

General Operating Expenses:

Association Dues	\$	15.00	
Special Service		5.00	
Employees Bond		2.50	
Periodicals		3.00	
Miscellaneous		.64	\$ 26.14

Total Expenditures \$ 2,056.12

Unexpended Balance December 31, 1945 \$55,262.36

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SNOW REMOVAL ALLOTMENTS

Allotments for snow removal are included in the total expenditure figures as given heretofore. Since the inception of the aeronautical fund, the following allotments have been made to aid municipalities in snow removal from their airports:

	<u>Winter of</u> <u>1942-1943</u>	<u>Winter of</u> <u>1943-1944</u>	<u>Winter of</u> <u>1944-1945</u>
Augusta	\$1,500.00	\$1,800.00	\$
Bar Harbor	1,000.00		
Dover-Foxcroft		112.00	
Millinocket	300.00	300.00	500.00
Minot	500.00	500.00	1,000.00
Pittsfield	1,500.00	1,500.00	1,000.00
Portland	1,000.00	1,307.45	6,000.00
Rockwood		259.00	
Waterville	<u>1,500.00</u>	<u>1,500.00</u>	<u>881.62</u>
Total	\$7,300.00	\$7,278.45	\$9,381.62

APPLICATIONS FOR SNOW REMOVAL ALLOTMENTS

Attention is here called to the fact that the State law does not permit the making of allotments to assist in either runway maintenance or snow removal at privately owned airports.

Municipalities owning airports and seeking allotments to assist in snow removal, or runway maintenance, should, after determining the cost thereof, apply to the Maine Aeronautics Commission. Evidence showing the expenditures made for snow removal, or runway maintenance, or a copy of the contract concerning the same, should be submitted by the municipal officers, together with the request for allotment.

Allotments cannot be made in anticipation of costs of snow removal, or runway maintenance.

SNOW REMOVAL RECOMMENDATIONS

Our State being subject to varying snow conditions, your Commission has given considerable time and study looking to the means and development of prompt snow removal from our airports so that scheduled operations may serve with as little interruption as possible. It is the opinion of the Commission that each community controlling an airport should make early contract with competent parties who own or control good 1½-ton to 5-ton truck-type snowplow equipment to remove all snow from the runways and safety strips during the winter season to the full capacity of that equipment.

Those who contract with the communities to thus remove the snow should be required to furnish the community with a good and sufficient surety bond for the prompt and faithful performance of such contracts.

Plowing with this equipment should in all instances be started as soon as the storm starts and continued without interruption until the port is cleared.

There will be seasons and localities where this conventional type plow equipment will not be adequate, and in such instances additional equipment of a different type will be necessary.

The so-called "Snow-Go" is an equipment now manufactured which can be attached to a heavy four-wheel-drive truck, and is capable of removing high banks of snow by cutting and blowing it about 150 feet in distance. The equipment costs about \$18,000 per unit. Each municipality controlling an airport could not be expected to purchase, maintain, and operate such an expensive unit. This unit travels about one mile per hour when removing heavy embankments. On the highway in transit from one port to another, they are capable of a speed of approximately twenty-five miles an hour.

Your Commission is endeavoring to obtain four such units from the Government out of war surplus commodities stock to serve the following parts of the State:

- (a) Portland area
- (b) Augusta area
- (c) Bangor area
- (d) Houlton area

In extreme winters when the conventional equipment proves inadequate, these machines should be pressed into service, but only to supplement and never to supplant the conventional type plow.

AIRPORTS OF MAINE

The State of Maine has fifty-six airports, twenty-two of which have hard surfaced runways, and the remaining thirty-four are landing fields adequate only for small planes. But, if we are to be fore-

handed; if we, as a State, as communities, and as individuals, are to take full advantage of the opportunities which lie ahead, municipalities should supplement our present airport facilities with many inexpensive landing strips or fields, and with seaplane bases on our lakes and coast, to make accessible the smaller communities to the trunk, charter, and feeder lines, and for the thousands who will be flying their own planes.

Following is a list of existing airports disclosing present ownership, runway surfaces, and classification:

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Andover	Private	Sod	S-1
Auburn			
Auburn-Lewiston Airport	Municipal	Paved	4
Greenlaw's Field	Private	Sod	1
Augusta	State	Paved	2
Bangor			
Dow Field	USAAF	Paved	6
Davis Field	Private	Sod	S-1
Bar Harbor	Municipal	Paved	4
Belfast	Municipal	Paved	3
Bethel	Private	Sod	S-1
Biddeford	Municipal	Sod	1
Bowdoinham			
Merrymeeting Field	Private	Sod	S-1
Brewer			
Doanes Airport	Private	Sod	S-1
Brunswick			
Naval Air Station	USN	Paved	6
Douglas Field	Private	Sod	S-1
Brunswick Flying Service	Private	Sod	S-1
Calais	Private	Sod	S-1
Caribou	Municipal	Paved	3
Deblois Flight Strip	Public Roads Adm.	Paved	3
Dexter	Municipal	Paved	2
Eastport	Municipal	Paved	2
Freeport			
Stover Airport	Private	Sod	S-1
Fryeburg			
Fryeburg Airpark	Private	Sod	1
Greenville	Municipal	Paved	2
Houlton			
Army Air Base	USAAF	Paved	5
Houlton Flying Service	Private	Sod	S-1

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Hudson			
Robbins Field	Private	Sod	S-1
Island Falls			
Green's Airport	Private	Sod	S-1
LaGrange			
Earle W. Bishop Airport	Private	Sod	S-1
Lewiston			
Guertin's Airport	Private	Sod	S-1
Madison			
Weston Field	Private	Sod	1
Millinocket	Municipal	Sod	4
Minot			
Maheux's Airport	Private	Sod	1
Newport	Private	Sod	1
Norridgewock	Municipal	Paved	3
Norway	Municipal	Sod	1
Old Town	Municipal	Paved	3
Phillips			
Raymond's Airport	Private	Sod	S-1
Pittsfield	Municipal	Paved	3
Pittston	Private	Sod	1
Portage Lake	Private	Sod	S-1
Portland	Municipal	Paved	3
Presque Isle			
Army Air Base	USAAF	Paved	6
Princeton	Municipal	Paved	3
Rangeley	Municipal	Sod	S-1
Rockland	Municipal	Paved	4
Penobscot Flying Service	Private	Sod	S-1
Roxbury	Private	Sod	S-1
Sanford			
Naval Air Base	USN	Paved	5
Scarboro	Private	Sod	2
South Portland			
Port-of-Maine Airport	Private	Sod	1
Skowhegan			
Tomlinson Field	Private	Sod	2
Turner			
Rollins Airport	Private	Sod	1
Waterville	Municipal	Paved	3
West Buxton			
Hilltop Airport	Private	Sod	1
West Washington			
Austin Field	Private	Sod	S-1
Winterport			
Roy L. Fernald Field	Municipal	Paved	3

CLASSIFICATION

Summary

Class S-1 Airports	-	20
Class 1 Airports	-	11
Class 2 Airports	-	6
Class 3 Airports	-	10
Class 4 Airports	-	4
Class 5 Airports	-	2
Class 6 Airports	-	<u>3</u>

Total 56

Airport Classes Defined

Class S-1 Runways	-	Under 1800'
Class 1 Runways	-	1800' - 2500'
Class 2 Runways	-	2500' - 3500'
Class 3 Runways	-	3500' - 4500'
Class 4 Runways	-	4500' - 5500'
Class 5 Runways	-	5500' - 6500'
Class 6 Runways	-	Over 6500'

Ownership Summary

Privately owned	30
Municipally owned	19
Federal owned	6
State owned	<u>1</u>

Total 56

STATE AIRPORT

Augusta State Airport:

The State controls but one airport, which is the Augusta State Airport. This airport is, at present, under the control of the United States Navy. However, it is believed that it will shortly relinquish this control and turn the port back to the State. Notification has been received that the Navy does not anticipate any further military operations at Augusta.

In view of this notification, the Commission is now establishing plans to lease certain of the facilities to a private operator. The terms of the lease will be such that the people served by the Augusta State Airport will be assured of the best possible service.

STATE SHOULD NOT ENGAGE IN BUSINESS

Your Commission, believing that the State should not engage in competitive industry, is definitely opposed to the State acquiring or operating any more airports (emergency conditions excepted).

LEASING OF AIRPORTS

Commission Recommendations

It is the considered judgment of your Commission that the facilities of every airport in the State of Maine would best serve the interests of our State, its citizens, and the municipalities wherein the same are located, by being leased to a private operator, or operators, whichever will best serve the interests of that municipality.

Every municipality which controls airport facilities should lease those facilities, with the exception of runways, to a responsible operator, or operators, who, with a good surety bond, should be required to guarantee at least the following facilities and services to that community:

- (a) Licensed charter plane with a capacity for at least three passengers and pilot, available for public charter at reasonable rates;
- (b) Licensed pilot;
- (c) Licensed airplane and engine mechanic or mechanics.

These municipalities which control an airport should be extremely cautious in leasing these facilities, and make doubly sure that any lease is so conditioned that its citizens will be guaranteed a real and continuing service. This is extremely important, and your

Commission has several times called this to the attention of the municipal officers of cities and towns wherein airports are located, and will continue to issue its words of caution.

Provided the airports controlled by our municipalities are thus leased to a responsible operator or operators, they should

- (a) immediately offer service to other airports;
- (b) have available competent repair service;
- (c) offer stimulating competition in the industry.

If this method of leasing airports is followed by several municipalities, a complete charter service to and from our main air lines will be in operation in and throughout our State in the not distant future. It cannot be expected that complete feeder scheduled services will be in operation to and from all municipalities for several years to come; but by this method of leasing, facilities will be immediately available to fill in until scheduled feeder services are established.

NATIONAL AIRPORT PLAN

What is the National Airport Plan?

It is generally agreed that our country needs a well-rounded system of airports. To expedite and effectuate the establishment of these airports, a measure has been introduced into The Congress of the United States known as the "National Airport Plan". It proposes to match State or municipal monies on a 50-50 subsidy basis for the building and improvement of some 3000 airports throughout the country.

Proposed Federal Appropriation

The Federal funds sought to be appropriated under this measure amount in the aggregate to \$500,000,000 over a period of seven years, beginning with the fiscal year ending June 30, 1947. The appropriation for any fiscal year shall not exceed \$100,000,000.

What our State Must Do

Legislative action will be necessary to decide the following:

Shall the State accept the benefits of the act and appropriate monies therefor?

If the Legislature votes to accept the benefits of the measure and appropriates matching funds, it will then have to determine to what extent and on what conditions the State and the municipalities will be required to participate in the 50% non-Federal portion of the cost. This means that the State Legislature could vote to pay all the non-Federal 50%; the Legislature could require municipalities to acquire the land, the State to pay the balance of the non-Federal 50%, or such other plan as the Legislature in its wisdom would devise.

In the event that the State Legislature declined to participate in the National Airport Plan, then any municipality could accept the benefits of the plan by providing the 50% non-Federal portion on conditional use agreements with the Federal government concerning the use and maintenance of the runways.

Your Commission is hopeful that the Legislature will vote to accept the benefits of the National Airport Plan, and approve a plan to appropriate matching funds to effectuate the construction of new airports and the improvement of existing facilities throughout the State.

The now current airport plan of the Administrator of the Civil Aeronautics Administration, the executing authority, must undergo certain revisions to fit it to the final bill as it will be enacted. Therefore, your Commission will make no specific recommendations at this time as to projects to be undertaken in this State. When such revision of the plan is accomplished, that section concerning the State of Maine will be extracted and published as a supplement to this report.

In addition, the Commission is now engaged in establishing plans whereby each community may be assured of prompt and accurate information concerning allowable costs for their particular city or town when the plan is revised.

In the event that the Legislature votes to accept the benefits of this Federal aid airport bill, and appropriates matching funds, your Commission respectfully recommends that consideration be given to the following plan of allocation:

- (a) That the State appropriate 25% of the non-Federal 50%;
- (b) That the municipalities acquire the land and appropriate 25% of the non-Federal 50%;
- (c) That the 1947 Legislature appropriate and make available for each of the fiscal years 1947-48 and 1948-49 the sum of \$125,000 as the State's share of the expenditures, to be allotted to such projects as designated by the Maine Aeronautics Commission and approved by Governor and Council.

AIRPORT PLANNING

The Civil Aeronautics Administration maintains an airport advisory service. This service is staffed with competent engineers whose knowledge and experience are available to communities desiring counsel pertaining to airports and airport planning. They are prepared to survey sites

and to advise local governments as to their suitability. They will advise on problems concerning a proposed site, such as:

- (a) Will it drain properly?
- (b) Can it be graded without excessive costs?
- (c) Are obstructions likely to cause a dangerous condition, and can they be readily removed?
- (d) Will the site permit future expansion without prohibitive cost?

These above-mentioned factors, to mention only several, are vital to proper planning by air-minded communities.

Your Commission urges that every community not now served by an airport immediately initiate a survey with a view to selection and procurement of the necessary land. The National Airport Bill has a provision whereby planning costs incurred prior to the final approval of a project by the Civil Aeronautics Administrator may be included in the allowable project cost.

Your Commission stands ready to lend every possible aid to communities interested in airport planning, upon request addressed to Maine Aeronautics Commission, State Airport, Augusta, Maine.

AIR HARBORS

The twenty-five hundred lakes and the three thousand miles of sea-coast in Maine insure the importance and convenience of seaplane travel to this State. Your Commission has and will continue to recommend to municipalities bordering on, or near, coastal or inland waters, that they establish bases for planes. In many instances, wharfs or landing floats already exist which can be used without additional expense to the municipality, or the individual resort owner.

Ice landing strips may be used on inland waters during the winter months. Where these are located at or near seaplane bases, many of the facilities may be utilized in winter as well as summer.

The Commission has secured sets of drawings entitled "Seaplane Facilities and Suggested Seaplane Ramps" from the Civil Aeronautics Administration. These may prove of value to communities or individuals whose location on coastal or inland waters would suggest the installation of such facilities. These may be obtained upon request to the Commission office.

In all cases, it is strongly recommended that information on seaplane bases be forwarded to the Commission, in order that an up-to-date list may be maintained for appropriate publicity and development purposes.

AIR MARKINGS

Your Commission is continuously working to reestablish air markings erased by reason of the war.

No funds are provided for this purpose.

The need to reestablish and initiate new air markings has been called to the attention of the municipal officers of every city and town in our State. In addition thereto, every American Legion Post throughout the State has been requested to assist. We are pleased to report good progress.

Climatic and other conditions have prevented the completion of this project. Work will continue until the job is done.

AERIAL MAPS

Presently sectional maps are published by the Coast and Geodetic Survey of the Department of Commerce, carrying thereon all aerial navigation aids essential to safe operations.

Your Commission has investigated the possibility of securing an aerial map of Maine carrying all essential aerial navigation aids. This map should be prepared by the Coast and Geodetic Survey in order that it be identical in form and material as the presently issued sectional charts. This is essential to insure that the best navigation aids are available to all pilots. Damage and injury might result from inaccurate information.

Ultimately, such a map may be especially prepared by the Coast and Geodetic Survey and made available for public use.

At present the Commission is working on a booklet or folder in cooperation with the Development Commission to publicize Maine's air facilities. We fully expect to have this completed and distributed prior to the commencement of the summer season.

This booklet or folder will emphasize the advantages of an air vacation or trip to Maine, and will not be intended as a navigational aid. It will contain such information as the flyer might desire to plan his itinerary. It will carry a note to the effect that current navigational data and landing field conditions may be secured from the appropriate Civil Aeronautics Administration publication.

AERONAUTICAL TRAINING AND EDUCATION

Since 1942 the Department of Education has encouraged aeronautical courses in the secondary schools of the State and issued a syllabus for that purpose. The manuals and recommendations of the Civil Aeronautics Administration were closely followed. At the request of the Department of Education, Dr. Edgar Fuller of the Civil Aeronautics Authority addressed the school superintendents of the State on aviation instruction in the schools.

In the first year of these efforts, ninety-five schools established full-year courses.

The war brought with it a dearth of trained teachers, lack of satisfactory equipment, and small enrollments, resulting in a gradual decline in the number of schools maintaining these special courses in pre-flight aviation.

Now that the war is over, it is hoped that these courses may be maintained in every secondary school.

Your Commission believes that the introduction of pre-flight aviation courses in our secondary schools is the best and most economical method of training our youth.

The Department of Education is commended for its splendid efforts and cooperation.

VETERANS' FLIGHT TRAINING

The Plan

Your Commission has completed a program to facilitate flight training for veterans. Under an act promulgated by the Maine Legislature, the State Board of Vocational Education has been authorized as the agency to determine eligibility of institutions as educational and training facilities for veterans. This, of course, includes flight schools.

From close cooperation with the Board of Education, a system has been evolved whereby the standards of the Civil Aeronautics Administration have been adopted. Under this plan only certified flight schools approved by the Civil Aeronautics Administration are eligible to receive and train veterans.

Although the Board of Education retains final approval jurisdiction, your Commission is exerting every effort to aid veterans and promote aviation in the State.

MAINE'S AIR FUTURE

Possible Aeronautical Activities

Your Commission is of the opinion that there will be at least ten types of aerial activities throughout our State now that hostilities have ceased, as follows:

1. International, which will be practically non-stop flights using large, fast planes.

2. Trunk line passenger and mail service stopping at larger metropolitan areas.
3. The inauguration of cargo service also stopping at our larger metropolitan areas.
4. Scheduled feeder lines carrying passengers, cargo, and mail.
5. Charter service by local operators using 2-passenger to 5-passenger planes.
6. Civilian flying using the low-operating-cost type planes.
7. Flight instruction
8. State services such as,
 - (a) Department of Sea and Shore Fisheries
 - (b) Forestry Department
 - (c) Fish and Game Department
 - (d) State Police
 - (e) National Guard
9. Crop dusting
10. Maintenance and repair.

Trunk Line Passenger, Mail and Express Service

Your Commission believes there will be a rapid and continuous growth throughout Maine and our country in trunk line passenger, mail and express services; that this type of air transportation will grow and expand beyond the dreams of the most optimistic, and will become one of the world's largest industries.

Cargo Service

Within ten years air cargo transportation will undoubtedly reach large proportions and may equal, if not exceed, passenger, mail and express transportation in dollar volume.

Private Flying

There are those who paint glowing pictures for the immediate future of private flying. Some predict it will do for this era what the automobile did after World War I. Our Commission finds it difficult to entirely agree with them. There undoubtedly will be

considerable private flying in our State; but owing to the initial cost, together with the storage, maintenance, operation, overhauling, insurance and depreciation charges, your Commission does not believe that private flying will progress with the same degree of rapidity as will air transportation of passenger, mail, express and cargo. However, we do not depreciate the fact that private flying is here, nor that its growth will be steady and continuous, nor that our State must be ready to receive all the benefits which this new form of private transportation has in store. We must develop our airport facilities to accommodate private flying, not five years after the need, but five years ahead of it. Manufacturers of personal planes enter the year 1946 with a backlog of 50,000 orders on their books. This is double the total number of personal planes in existence in 1941.

Use of Maine Airports

We believe that within five years every airport in Maine will be taxed to its limits with passenger, mail, express, freight transportation and private flying.

With respect to existing airports, Maine is at least five years ahead of many other states.

Maine has more airports per capita than any state in the Union.

Approximately eighty-five per cent of the total population of Maine live within a 20-mile radius of a surfaced-runway airport, while fifty per cent of our population live in cities which now have airports.

Maine is now ready with airports to engage in State, national and international air commerce.

Maine is very favorably situated with respect to large airports for major airline operations. However, a present definite need exists to improve and enlarge certain airports, and to construct certain other airports, so that we may have a proper distribution of small airports or airparks for personal flying.

The responsibility of making the most of an unparalleled opportunity in the field of public service rests upon all of us,

Respectfully submitted,

MAINE AERONAUTICS COMMISSION

By John E. Willey, Chairman
Harry E. Umphrey
Wm. Tudor Gardiner

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