

MAINE STATE LEGISLATURE

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MAINE PUBLIC DOCUMENTS

1948-1950

(in three volumes)

VOLUME III

MAINE AERONAUTICS COMMISSION

REPORT

to

GOVERNOR FREDERICK G. PAYNE

and

GOVERNOR'S COUNCIL

DECEMBER 31, 1949



STATE OF MAINE
AERONAUTICS COMMISSION

SCOTT K. HIGGINS
Director of Aeronautics



W. T. Gardiner, Chairman, Gardiner
L. M. Dingley, Auburn
H. F. Troxel, South Portland
H. E. Umphrey, Presque Isle
R. Verrill, Portland

December 31, 1949

Honorable Frederick G. Payne
Governor of Maine
Augusta, Maine

Dear Sir:

I am transmitting to you herewith the Third Report of the
Maine Aeronautics Commission covering the years of 1946, 1947,
1948 and 1949.

Respectfully submitted,

MAINE AERONAUTICS COMMISSION

Scott K. Higgins

Scott K. Higgins, Director

INTRODUCTION

The Maine Aeronautics Commission is composed of five members and the Director and his staff. The Commission may appoint an Aeronautical Director to serve at its pleasure. The Director shall be a licensed pilot and shall act as executive officer of the Commission and, under its direction, shall administer the Aeronautical Laws and enforce the rules and regulations of the Commission. The salary of the Director shall be fixed by the Commission subject to the approval of the Governor and Council.

The Maine Aeronautics Commission shall be residents of the State and shall be appointed by the Governor with the advice and consent of the Council. Each member of the Commission shall receive as compensation for each day actually spent on the work of the Commission, the sum of \$20 and his actual and necessary expenses incurred in the performance of duties pertaining to his office.

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 aviation in 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.

The Commission shall have the care and supervision of such planes as may be owned by the State for the use of its departments and agencies and shall provide

adequate hangar facilities and be responsible for the maintenance, repair, upkeep and operation of such planes, and for that purpose the Governor and Council may authorize the advance of working capital from the unappropriated surplus of the General Fund. The Commission is authorized to charge said departments and agencies requisitioning planes, amounts sufficient to reimburse the Commission for operating expense of said planes. Planes owned or operated by the Department of Inland Fisheries and Game, or the Forestry Department, are exempt and excluded from the provisions of this paragraph.

The Director, with the approval of the Commission, and within the limits of the appropriation, may hire field and office assistants necessary for the proper execution of his duties. The Director shall exercise general supervision, control and direction on behalf of the State over all matters pertaining to the location, construction and maintenance of all air navigation facilities now or hereafter built or maintained, either in whole or in part, with money appropriated from the State Treasury. He may recommend to the Governor and Council that the State acquire land, easements and rights of way for the establishment of air navigation facilities. Such land, easements and rights of way may be acquired by purchase, grant or condemnation in the manner provided by law by which the Governor and Council are authorized to acquire real property for public purposes, and property so acquired may be conveyed to a town for use in connection with the establishment of air navigation facilities for such a consideration as the Governor and Council may determine.

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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 six cents per gallon.

Revised Statutes of Maine, 1944,
Chapter 14, Section 163, as amended.

A two-cent refund to purchases authorized upon application within nine months of purchase. Chapter 14, Section 166A, P.L. 1947, Chapter 349.

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 construction, repair and the maintenance of, and the removal of snow from, municipal, state, and federal airports in this state, and assist in the construction and maintenance of a system of air marking, in such manner and in such amounts as it shall deem equitable. Such assistance may likewise be given for snow removal on a state, federal or municipal owned airport used by a commercial air carrier of passengers and freight operating on a regular schedule, this assistance being extended to such carrier where the state, federal or municipal owner does not obligate itself, and provided that the airport is open to itinerant planes. The amounts in said fund are appropriated for the purposes set forth herein."

Revised Statutes of Maine, 1944,
Chapter 14, Section 167, as amended.

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

(a) Pilot's registration	\$1.00
(b) Parachute rigger's registration	1.00
(c) Aircraft registration	1.00
(d) Commercial Airport and Seaplane Base license	5.00

There appears herewith a complete record of all funds collected and disbursed by the Commission from January 1, 1946 to December 31, 1949.

Jan. 1 to June 30, 1946

Unexpended Balance \$55,262.36

Revenue:

Aeronautical Gas Tax	\$11,726.42	
Pilot & Parachute Registrations	238.00	
Aircraft Registrations	232.00	
Total Revenue	<u>12,196.42</u>	\$12,196.42

Less Intrafund Transfer 13.25

Adjusted Total \$12,183.17

Total Available \$67,445.53

Expenditures:

Personal Service 2,417.35

Office Expense:

Supplies & Equipment	250.50	
Meter Postage	23.29	
Telephone & Telegrams	<u>143.66</u>	417.45

Travel:

Mileage	99.19	
Meals & Gratuities	19.90	
Railroad & Bus Fares	2.42	
Airplane Travel Fares	.60	
Hotel & Lodging	32.00	
Car & Boat Fares (Tolls)	.70	
Taxi	<u>3.90</u>	158.71

General Operating Expense:

Repairs to Equipment	8.00	
Employees Bond	2.53	
Printing & Binding	29.00	
Periodicals	18.64	
Association Dues	<u>53.00</u>	111.17

Miscellaneous Grants to Cities and Towns		<u>5,865.43</u>	
Total Expenditures			<u>8,970.11</u>
Unexpended Balance June 30, 1946			\$58,475.42
<u>July 1, 1946 to June 30, 1947</u>			
Unexpended Balance			58,475.42
<u>Revenue:</u>			
Aeronautical Gas Tax (Net)	\$49,455.35		
Pilot & Parachute Registrations	1,038.00		
Aircraft Registrations	<u>655.00</u>		
Total Revenue		\$51,148.35	
Less Intrafund Transfer		3,342.09	
Adjusted Total		<u>\$47,806.26</u>	
Total Available			\$106,281.68
<u>Expenditures:</u>			
Personal Service		5,918.97	
<u>Office Expenses:</u>			
Office Supplies & Equipment	68.86		
Meter Postage	104.95		
Telephone & Telegrams	384.77		
Printing and Binding	<u>290.85</u>	849.43	
<u>Travel:</u>			
Mileage	30.45		
Meals	38.85		
Gratuities	4.05		
Railroad Fares	35.01		
Taxi & Vehicle Hire	13.25		
Airplane Fares	277.75		
Pullman Fares	6.15		
Hotel & Lodging	<u>20.73</u>	426.24	
<u>General Operating Expense:</u>			
Gas & Oil	460.39		
Repairs to Equipment	666.79		
Insurance	506.84		
Employees Bond	2.53		
Periodicals	5.25		
Association Dues	63.50		
Miscellaneous Supplies	6.50		
Transportation Equipment	<u>5,629.15</u>	7,340.95	
Snow Removal Allotments to Cities & Towns		<u>16,024.73</u>	
Total Expenditures			<u>30,560.32</u>
Unexpended Balance June 30, 1947			\$75,721.36

July 1, 1947 to June 30, 1948

Unexpended Balance			\$75,721.36
Revenue:			
Aeronautical Gas Tax (Net)	\$55,041.60		
Pilot & Parachute Riggers Reg.	1,227.00		
Aircraft Registrations	459.00		
Fines	50.00		
Priv. Contr. for other purposes	70.30		
Total Revenue		\$56,847.90	
Less Intrafund Transfer		51,586.00	
Adjusted Total		<u>5,261.90</u>	
Total Available			\$80,983.26
Expenditures:			
Personal Service		5,877.60	
Office Expense:			
Supplies & Equipment	301.73		
Meter Postage	100.38		
Telephone & Telegrams	432.23		
Printing & Binding	226.89	1,061.23	
Travel:			
Mileage	199.04		
Meals	139.88		
Gratuities	12.90		
Railroad Fares	32.83		
Pullman Fares	3.80		
Taxi & Vehicle Hire	65.44		
Airplane Fares	75.90		
Hotel & Lodging	31.85	561.64	
General Operating Expense:			
Gas & Oil	474.93		
Repairs, Parts & Supplies	2,116.42		
Repairs to Equipment	26.56		
Insurance	1,555.97		
Special Services	418.20		
Periodicals	70.25		
Association Dues	104.00		
Miscellaneous Supplies	30.00	4,796.33	
Miscellaneous Grants to Cities & Towns		500.00	
Snow Removal Allotments:			
Payments to Cities & Towns		<u>2,563.75</u>	
Total Expenditures			<u>15,360.55</u>
Unexpended Balance June 30, 1948			\$65,622.71

July 1, 1948 to June 30, 1949

Unexpended Balance \$65,622.71

Revenue:

Aeronautical Gas Tax (Net)	\$42,747.84	
Pilot & Parachute Riggers Reg.	1,073.00	
Aircraft Registrations	514.00	
Misc. Sales Including Scrap	<u>50.00</u>	
Total Revenue		\$44,384.84
Less Intrafund Transfers		<u>52,887.31</u>
Adjusted Total		- 8,502.47
Total Available		\$57,120.24

Expenditures:

Personal Service		9,588.36
Office Expenses:		
Supplies & Equipment	347.22	-
Meter Postage	150.85	
Telephone & Telegrams	949.17	
Printing & Binding	<u>235.98</u>	1,683.22
Travel Expenses:		
Mileage	705.46	
Meals	557.13	
Gratuities	49.70	
Railroad Fares	117.89	
Pullman Fares	16.88	
Taxi & Vehicle Hire	80.70	
Car & Boat Fares (Toll)	.30	
Airplane Fares	348.47	
Hotel & Lodging	<u>251.50</u>	2,128.03
General Operating Expense:		
Gas & Oil	593.22	
Repairs, Parts & Supplies	826.18	
Repairs to Equipment	13.05	
Insurance	1,094.20	
Special Services	15.40	
Periodicals	11.00	
Association Dues	416.00	
Miscellaneous Supplies & Equipment	373.30	
Misc. Rents - Bldg., Office, etc.	32.37	
General Operating Expense	2.77	
Promotion & Publicity Exp. - Shows	53.50	
Elementary Tuition	50.00	
Transportation Equipment	3,455.50	
Educational & Recreational Equip.	214.55	
Communication Instruments	455.95	7,606.99
Snow Removal:		
Payments to Cities & Towns		<u>17,054.68</u>

Total Expenditures 38,061.28

Unexpended Balance June 30, 1949 \$19,058.96

July 1, 1949 to December 31, 1949

Unexpended Balance		\$19,058.96
Revenue:		
Aeronautical Gas Tax (Net)	\$27,723.11	
Pilot & Parachute Riggers Reg.	216.00	
Aircraft Registrations	103.00	
Misc. Services & Fees	51.17	
Total Revenue	<u> </u>	\$28,093.28
Total Available		47,152.24
Expenditures:		
Personal Service		4,669.60
Office Expense:		
Supplies & Equipment	204.97	
Meter Postage	27.75	
Telephone & Telegrams	228.45	
Printing & Binding	<u>157.93</u>	619.10
Travel Expense:		
Mileage	121.92	
Meals	51.70	
Gratuities	4.65	
Railroad Fares	2.24	
Taxi & Vehicle Hire	5.00	
Airplane Fares	16.55	
Hotel & Lodging	38.00	
Misc. Expense	<u>4.50</u>	244.56
General Operating Expense:		
Gas & Oil	114.68	
Repairs, Parts & Supplies	10.15	
Repair to Equipment	698.58	
Insurance	7.68	
Periodicals	42.50	
Association Dues	4.00	
Adv. & Publicity Matter	8.03	
Insp. & Investigating Services	<u>80.95</u>	966.57
Snow Removal:		
Payments to Cities & Towns		<u>14,510.92</u>
Total Expenditures		21,010.75
Unexpended Balance December 31, 1949		\$26,141.49

SNOW REMOVAL ALLOTMENTS

Allotments for snow removal are included in the total expenditure figures as given heretofore. The following allotments have been made to aid municipalities in snow removal from their airports.

<u>Municipal Airports</u>	<u>Winter of 1944-45</u>	<u>Winter of 1945-46</u>	<u>Winter of 1946-47</u>	<u>Winter of 1947-48</u>	<u>Winter of 1948-49</u>
Auburn	\$ 718.53	\$2,866.63	\$ --	\$2,884.48	\$ 728.38
Bangor	--	--	--	1,759.50	1,942.99
Brunswick	--	--	--	947.50	481.12
Eastport	--	--	--	640.00	270.00
Houlton	--	1,500.00 2,129.77	--	1,797.47	2,037.24
Millinocket	--	554.05	--	70.00	77.00
Minot	--	--	--	--	122.50
Pittsfield	--	211.00	813.75	--	125.88
Portland	3,724.81	5,580.46	--	3,980.19	3,237.89
Presque Isle	--	--	--	--	1,406.16
Rockland	--	--	--	1,405.80	1,582.13
Sanford	--	732.82	1,750.00	1,819.74	749.63
Waterville	<u>1,422.09</u>	<u>2,450.00</u>	<u>--</u>	<u>1,750.00</u>	<u>1,750.00</u>
Total to Municipalities	\$5,865.43	\$16,024.73*	\$2,563.75*	\$17,054.68	\$14,510.92
Augusta-State Airport	--	--	<u>3,309.14</u>	<u>2,906.79</u>	<u>2,849.72</u>
Total Snow Removal Allotments	\$5,865.43	\$16,024.73	\$5,872.89	\$19,961.47	\$17,360.64

* The amounts shown under the year, such as - Winter of 1944-45, 1945-46, etc. - in some cases do not necessarily mean that these amounts were for that particular period. However, they do indicate the period during which the allotments were made to municipalities, although some of the bills covered a previous period. Bills covering snow removal were not received from municipalities in time for them to be paid during the particular period for which they covered and, therefore, payment was made during the next period or fiscal year.

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.

Your Commission finds it advisable to request, early in the season from all municipalities, certain information and notice of intention to remove snow from the airports.

In view of limited funds available for snow removal and the need for applying these funds as effectively and equally as possible, it is necessary to limit snow removal assistance at certain airports when the need and justification of extensive removal cannot be shown. No guarantee of any amount or percentage can be made in advance. Snow removal assistance is only one of the demands on the Aeronautical Fund.

Federal, State or Municipal airports, qualifying under Chapter 14, Section 167, 1949, c. 245, and having scheduled airline stops, are considered eligible for assistance and justified in removing snow from one or two runways. This can include reasonable parking and ramp areas and taxiways which are absolutely necessary.

Federal, State or Municipal airports qualifying as above, but not serving scheduled airlines, are considered eligible for assistance and justified in one runway full length or two runways where the total runway length cleared does not exceed 4000'. This can also include a reasonable amount of ramp, parking area and taxiways as is absolutely necessary but not to provide separate access to runway ends. This is also provided that an estimate of snow removal costs is included with the notice of intent to remove snow, indicating the anticipated use by wheeled aircraft. An estimate of student instruction hours must be given, together with the number of students that cannot be flown by ski-equipped aircraft and the number of private owners based locally and regularly operating without skis throughout the winter. Also, an estimate of transient wheeled aircraft use.

All snow removal assistance is subject to the following conditions:

1. Final bills, or true copies thereof, properly signed, and substantiating snow removal expenses must be submitted on or before June 1 of each year.

(Above bills to be signed by municipal authorities)

2. The municipality or other agency concerned may enter into a contract in which case a copy is required for our files.

3. Itemized accounts must be submitted showing dates and a breakdown of man and equipment hours with the rates per hour for all labor and equipment classifications.

4. Standby time for equipment on other than a contract basis is not allowed.

5. Costs of breakage to runway lighting equipment is not allowed.

6. Maintenance, parts and repairs to equipment is not allowed on equipment used on a rate per hour basis except when equipment is used on a fuel cost per hour and "Agreement to keep in repair and maintenance" basis.

7. Sand, salt or other melting agents costs, and cost of applying same, are allowed.

At the close of the fiscal year and after all snow removal invoices are received and approved, the Commission votes to pay a percentage of the costs as the State's share, from the Aeronautical Fund.

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 truck-type snowplow equipment to remove snow from the runways 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 most 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 equip-

ment 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. This unit travels about one mile per hour when removing heavy embankments. On the highway in transit from one port to another, it is capable of a speed of approximately twenty-five miles an hour. Several such units are now in operation throughout the State. Augusta State Airport received two from war surplus stock.

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 94 airports, 24 of which have hard surfaced runways. The remaining 70 are landing fields used primarily for small planes. These figures show an increase of 38 small fields over a four-year period. Several of these fields offer to the public, student instruction, charter flights and servicing of aircraft.

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

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Andover	Private	Sod	S-1
Auburn	Personal Use	Sod	S-1
Auburn	Municipal	Paved	4
Auburn	Private	Sod	1
Augusta	State	Paved	2
Bangor	U.S. Air Force	Paved	6
Bar Harbor	Municipal	Paved	4
Belfast	Municipal	Paved	3
Benton	Private	Sod	1
Bethel	Private	Sod	S-1
Biddeford	Municipal	Sod	1

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Bradford	Private	Sod	S-1
Brewer	Private	Sod	1
Bridgewater	Personal Use	Sod	S-1
Bridgewater	Personal Use	Sod	S-1
Brownville Jct.	Private	Sod	S-1
Brunswick	Municipal	Paved	5
Calais	Private	Sod	S-1
Caribou	Municipal	Paved	2
Caribou	Personal Use	Sod	S-1
Caribou	Personal Use	Sod	S-1
Castine	Private	Sod	S-1
Deblois	Public Roads Adm.	Paved	3
Dexter	Municipal	Paved	2
Dixfield	Personal Use	Sod	S-1
East Baldwin	Private	Sod	S-1
Eastport	Municipal	Paved	2
Enfield	Private	Sod	S-1
Eustis	Private	Sod	S-1
Farmington	Personal Use	Sod	S-1
Fort Fairfield	Private	Sod	S-1
Fort Kent	Private	Sod	S-1
Freeport	Private	Sod	S-1
Fryeburg	Private	Sod	1
Greenville	Municipal	Paved	2
Hamlin Plantation	Personal Use	Sod	S-1
Hamlin Plantation	Personal Use	Sod	S-1
Harrington	Private	Sod	S-1
Houlton	Municipal	Paved	5
Hudson	Private	Sod	S-1
Jackman	Municipal	Sod	1
Jacksonville	Personal Use	Sod	S-1
Kennebunk	Private	Sod	1
LaGrange	Personal Use	Sod	S-1
Lewiston	Personal Use	Sod	S-1
Lewiston	Private	Sod	S-1
Lewiston	Private	Sod	1
Lewiston	Personal Use	Sod	S-1
Limerick	Private	Sod	S-1
Limestone	Personal Use	Sod	S-1
Limestone	Personal Use	Sod	S-1
Limestone	U.S. Air Force	Paved	8
Limestone	Personal Use	Sod	S-1
Limestone	Personal Use	Sod	S-1
Limestone	Personal Use	Sod	S-1
Lincoln	Personal Use	Sod	S-1
Lubec	Private	Sod	S-1
Machias	Personal Use	Sod	S-1
Mars Hill	Private	Sod	S-1
Masardis	Personal Use	Sod	S-1
Mattawamkeag	Personal Use	Sod	S-1
Millinocket	Municipal	Paved	4
Minot	Private	Sod	1
Monmouth	Personal Use	Sod	S-1
Moose River	Personal Use	Sod	S-1

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Newport	Personal Use	Sod	1
Norridgewock	Municipal	Paved	3
Norway	Municipal	Sod	S-1
Old Town	Municipal	Paved	3
Patten	Personal Use	Sod	S-1
Peru	Private	Sod	1
Phillips	Private	Sod	1
Phillips	Private	Sod	2
Pittsfield	Municipal	Paved	3
Portland	Municipal	Paved	3
Presque Isle	Personal Use	Sod	S-1
Presque Isle	U.S. Air Force (Open to Public)	Paved	6
Princeton	Municipal	Paved	3
Rangeley	Municipal	Sod	S-1
Rockland	Municipal	Paved	3
Rumford	Private	Sod	S-1
Sanford	Municipal	Paved	5
Scarboro	Private	Sod	1
Sidney	Personal Use	Sod	S-1
South Portland	Private	Sod	2
St. Francis	Personal Use	Sod	S-1
Tenants Harbor	Personal Use	Sod	S-1
Turner	Private	Sod	1
Turner	Private	Sod	1
Thomaston	Private	Sod	S-1
Van Buren	Private	Sod	S-1
Waterville	Municipal	Paved	3
Winterport	Municipal	Paved	3
York Beach	Private	Sod	S-1

CLASSIFICATION

<u>Summary</u>		<u>Airport Classes Defined</u>	
Class S-1 Airports	- 53	Class S-1 Runways	- Under 1800'
Class 1 Airports	- 15	Class 1 Runways	- 1800' - 2500'
Class 2 Airports	- 7	Class 2 Runways	- 2500' - 3500'
Class 3 Airports	- 10	Class 3 Runways	- 3500' - 4500'
Class 4 Airports	- 3	Class 4 Runways	- 4500' - 5500'
Class 5 Airports	- 3	Class 5 Runways	- 5500' - 6500'
Class 6 Airports	- 2	Class 6 Runways	- Over 6500'
Class 8 Airports	- 1	Class 8 Runways	- Over 8500'
Total	94		

OWNERSHIP SUMMARY

Personal Use	30
Privately owned	36
Municipally owned	23
Federally owned	4
State owned	<u>1</u>
Total	94

STATE AIRPORT

Augusta State Airport

The State controls but one airport, which is the Augusta State Airport. This airport was under the control of the United States Navy during World War II. In 1946 the Navy relinquished its control and returned the port back to the State.

The Commission has leased certain of the facilities to a private operator. The terms of the lease are such that the people served by the Augusta State Airport will be assured of the best possible service.

AIRPORT CONTROL

Your Commission is definitely opposed to the State acquiring or operating any more airports (emergency conditions excepted). Municipalities should be responsible for the operation and maintenance of all airports where Federal, State, County and Municipal funds have been allocated.

LEASING OF AIRPORTS

Your Commission recommends that the facilities of every Municipal, State or Federal 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 commercial pilot with flight instructor rating;
- (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.

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, a complete charter service to and from our main air lines will be in operation in and throughout our State.

AIRPORT REGULATIONS

With the promotion of public safety always in the foreground, it is the considered judgment of your Commission that all airports in the State operating on a commercial basis be regulated as to certain airport minimums and facilities. The following regulations were adopted by your Commission on December 16, 1949:

REGULATIONS OF THE MAINE AERONAUTICS COMMISSION

In order to promote public safety in the best interest of aviation in the State, the Aeronautics Commission, under the authority of Paragraph III of Section 12 of the Aeronautics Act, adopts the following Rules and Regulations to be effective April 1, 1950.

Definitions:

In addition to the definitions as set forth in Chapter 21, Sec. 3, the following words, as used in these regulations, shall have the following meaning unless the context clearly requires otherwise.

"Commercial Airport" means any airport used or intended to be used to render an aeronautical service for compensation in connection with the operation, service, maintenance or repair of aircraft, by any person or by a municipality, officer or employee thereof.

AIRPORT MINIMUMS

Private Landing Areas: The owner or operator shall register the landing area with the Maine Aeronautics Commission on a form supplied by the Commission. There will be no fee charged for such registrations.

Commercial Airports: For an airport to be eligible for approval as a commercial airport, the following minimums will be required: Minimum length of 1500' corrected to sea level; minimum glide ratio, 15 to 1, and a landing area width of 100' to 300' depending on the nature and height of side obstructions. The maximum effective gradient of 2% and a longitudinal break in grade shall not exceed the algebraic difference of 3%.

Applications for a commercial airport license shall be made on a form supplied by the Aeronautics Commission and accompanied by a fee of \$5.00.

Airport licenses shall remain in force until the 1st day of April next following the date of its issue, or until sooner suspended, revoked or cancelled.

Parking Area for Aircraft: A minimum of 50' from edge of landing strip.

MINIMUM COMMERCIAL AIRPORT FACILITIES

- a. Facilities for supplying aircraft with fuel and oil.
- b. Drinking water and sanitary public toilets.
- c. A telephone on or within reasonable distance of the airport and numbers displayed in a prominent place for the nearest fire department, hospital, doctors, ambulance, U. S. Customs, taxi, CAA Communications and Maine Aeronautics Commission.
- d. Approved fire extinguishers available at fuel pumps, on the flight line and in hangars.
- e. Map posted at the airport office in a prominent place showing airport traffic pattern. A copy to be filed with the Commission.
- f. The boundary of the airport, when deemed necessary, shall be clearly indicated by boundary markers as approved by the Commission.
- g. Any part of the landing area which has become temporarily unsafe or which for any reason is not available for use, shall be marked by red flags placed so as to clearly show the boundaries of the dangerous areas. If the airport is used for night operations, such areas shall be indicated by red lights. If the entire airport for any reason becomes dangerous or is not usable, such condition shall be indicated by means of an "X" clearly visible from the air and placed approximately in the center of the landing area, and the Commission so notified.
- h. Sufficient wheel chocks with six (6) foot ropes attached and tie-down equipment available for normal operations.
- i. Available copies of the Maine Laws and Regulations governing Aeronautics.
- j. The appointment of an airport manager who shall be responsible for the proper operation of the airport and the operation of aircraft at the airport in conformance with Maine Laws and Regulations. The airport manager shall report any accidents pertaining to aircraft to the Maine Aeronautics Commission.
- k. The name of the airport shall be painted on the hangar roof or so indicated on the ground as to be legible from 2000' overhead. (Letters to be at least 10' in height).
- l. To submit, during the licensed period, to the department for approval, all general plans for improvements or alterations, and to notify the department when such improvements or alterations have been completed.
- m. Lighting of airports for night operation shall be such as is approved by the Civil Aeronautics Administration.
- n. All licensed airports shall be equipped with a wind direction indicator equivalent in effect to a wind cone of not less than eight (8) feet long, eighteen (18) inches in diameter at the throat, and ten (10) inches in diameter at the

outlet. The indicator shall be so located as to show a true direction of the wind on the landing area and to be readily visible to aircraft approaching the airport in any direction, and to be so suspended as not to foul on its stand-ard.

A temporary license, not to exceed fifteen (15) days, may be issued for special occasions to permit commercial operations from a temporary field provided the following regulations are met:

- a. The application for license shall be filed with the Commission at least seven (7) days prior to the date the applicant wishes to use the field.
- b. Said application is accompanied by a fee of \$5.00.
- c. Said field is of such size and nature and has such approach clearance, in the opinion of the Commission, as to be safe for use by the type of aircraft that will be used in the operation and not constitute a hazard or nuisance to the general public.

SEAPLANE BASES OR ICE AIRPORTS - COMMERCIAL:

A license for the operation of a commercial seaplane base or ice airport on any body of water in this state may be granted when all the conditions required for a commercial airport, as set forth in the regulations governing commercial airports (except when inconsistent with the regulations) have been complied with and will not constitute a hazard or nuisance to the general public, and, in addition thereto, the following requirements have been met:

Landing strips shall be twice the prescribed minimum size of land strips in width, with the same requirements as to glide angle as prescribed for land areas and in no case less than 5000' effective take-off length in one direction for unrestricted operations. If conditions warrant, in the opinion of the Commission, these strips must be outlined by buoys and adequate barriers with appropriate warning signs to segregate bathers from the area used by seaplanes.

SEAPLANE BASES

Of the twenty-five hundred lakes and the three thousand miles of sea-coast in Maine, 52 seaplane bases are now conveniently located, of which several are operated on a commercial status and offer to the public, student instruction, charter flights and servicing of aircraft. Practically all remote regions in the State are now accessible by air from main trunk-line stops.

During the winter months, many of the bases on the inland waters are operated as ice-airports, thus insuring a service that is invaluable to lumber operations, trappers, and the general public.

Following is a list of existing seaplane bases disclosing location and present ownership:

<u>City or Town</u>	<u>Seaplane Base</u>
Auburn	Maheu's SPB
Auburn	Sky Harbor SPB
Bar Harbor	Bar Harbor Municipal SPB
Bar Harbor	Bar Harbor SPB
Bath	New Meadows SPB
Bethel	Bethel SPB
Boothbay Harbor	Little Island SPB
Boothbay Harbor	Boothbay Harbor SPB
Brewer	Down East SPB
Bridgton	Bridgton SPB
Brunswick	Riverside Airpark SPB
Castine	Sunrise Flying Service SPB
China	China Lake SPB
Dexter	Heart of Maine SPB
Eastport	Eastport SPB
Falmouth Foreside	Handy Boat Service SPB
Ft. Fairfield	Ft. Fairfield SPB
Fryeburg	Fryeburg SPB
Greenville	Crowley SPB
Greenville	Moosehead Lake SPB
Greenville	Shell SPB
Greenville Jct.	Squaw Mountain Inn SPB
Harrison	Pleasant Air Harbor SPB
Harrison	Smith SPB
Holeb Township	Birch Island SPB
Island Falls	Island Falls SPB
Jackman	Jackman Regions SPB
Lincoln	Lincoln SPB
Masardis	Squapan Lake SPB
Millinocket	Millinocket SPB
Millinocket	Millinocket Lake Flying Service SPB
Naples	Naples SPB
Newport	Sebasticook SPB
Norcross	Buckhorn Camp SPB
Norway	Norway SPB
Oakland	Marden Airways SPB
Old Town	Bangor - Old Town SPB
Patten	Shin Pond SPB
Portage Lake	Portage Lake SPB
Princeton	Princeton SPB
Rangeley	Rangeley SPB
Rumford	Rumford SPB
Sidney	Goodhue SPB
St. Francis	Bourgoin SPB
St. John	Daigle SPB
Tenants Harbor	Lehtinen SPB
Turner	Twitchell SPB
Van Buren	Van Buren Flying Service SPB
Wayne	Wayne SPB

City or TownSeaplane Base

Winslow
 Winterville
 Winthrop

Slugunde SPB
 Northland Airways SPB
 Norcross SPB

During the past year, funds were allocated for a new Municipal Seaplane Base located at Portage Lake, Portage, Maine. This base, now under construction and scheduled to be completed early in the spring of 1950, is the first in the State to be constructed under the Federal Airport Act of 1946. Funds for this base were allocated as follows:

Town of Portage	\$2,750
Aroostook County	3,000
State of Maine	4,150
Federal	<u>9,600</u>
Total	\$19,500

NATIONAL AIRPORT PLAN

The purpose of the National Airport Plan is to match State or Municipal funds on a subsidy basis for the construction and improvement of airports throughout the country. Annual revision of this plan was provided in the Federal Airport Act of 1946.

The Federal Airport Act of 1946 authorized the appropriation by Congress of \$500,000,000.00 to be made available over a period of seven years. The appropriation for any fiscal year shall not exceed \$100,000,000.00. From these funds, states may receive one-fourth of land acquisition costs; one-half of airport construction or development costs, and three-fourths for high intensity field lighting projects.

Federal funds apportioned to the State of Maine for the fiscal years of 1947, 1948 and 1949 amount to \$700,187.00. Of this amount, \$219,931.00 was obligated by grant to match State and Municipal funds, leaving a total of \$480,256.00 unallotted and subject to withdrawal and redistribution in other states by January 1, 1950.

After the next appropriation of Federal funds to the states under the Federal Airport Act, and before a withdrawal is executed by the Civil Aeronautics Administration, your Commission is hopeful that the 1951 legislature will vote and approve a plan to appropriate matching State funds for the improvement of existing facilities throughout the State and for the construction of new airports in areas where justified.

The Maine Aeronautics Act provides that:

"The Commission with the consent of the Governor and Council may, from the amount appropriated to aid in the construction, extension and improvement of State or Municipal airports, known as the 'Airport Construction Fund', grant to cities and towns separately and cities and towns jointly with one another or with counties, 25% of the total cost of the construction, extension or improvement of such airport or airports, or any lesser per cent of said costs."

"No municipality in this state, whether acting alone or jointly with another municipality or with the state, shall submit to the administrator of Civil Aeronautics of the United States any project application under the provisions of Section 9 of the Federal Airport Act, so called, or any amendment thereof, unless the project and the project application have been first approved by the Aeronautics Commission."

AVIATION LAW ENFORCEMENT AND ACCIDENT INVESTIGATION

The Law Enforcement and Accident Investigation programs, combined with Air Education in the promotion of public safety and the best interests of aviation under the Maine Aeronautics Act, is now proving a huge success.

Records of the Maine Aeronautics Commission show a decided reduction in fatalities resulting from aircraft accidents during the year of 1949 as compared with the same period in 1948. Accident statistics reveal that seven fatal accidents resulting in thirteen deaths were recorded in the State during the year 1948 and that four fatal accidents involving six deaths occurred during 1949.

Low and reckless flying was the contributing factor for the majority of fatal accidents in 1948. A decided change occurred in 1949, to inexperience in unfavorable weather conditions and pilot judgment.

The use of aircraft for agricultural purposes is increasing both in number and variety of use. Several aerial sprayers and crop dusters were reported operating last season. Activity in industrial advertising showed a pronounced increase over the southern part of the State. There were no fatalities in connection with these dangerous operations.

Your Commission believes that fatal aircraft accidents will be further reduced as the promotion of safety in Air Education progresses, and local, municipal and state law enforcement agencies become familiar with the Maine Aeronautics Act.

AIR MARKING

Your Commission is continuously working to reestablish air markings erased by reason of the war. This work will continue until the job is completed.

The Commission is authorized and directed to expend as much of the Aeronautical fund as may be necessary for the purpose of assisting in the construction and maintenance of a system of airmarking in such a manner and in such amounts as it shall deem equitable.

The airmarker is not only one of the most effective and necessary aids to navigation, but also is one of the simplest and least expensive. Recent simplification in the acceptable Federal standard airmarker to include just the name of the town and the distance as well as direction to the nearest airport, will greatly facilitate the accomplishment of the Aeronautics Commission's ambitious airmarking program toward making Maine "The Safest State in Which to Fly."

FLIGHT SCHOOLS

In 1948 there were 32 flight schools operating in the State. During the year eight schools closed or requested cancellation of their Air Agency Certificates and two flight school certificates were revoked because of numerous violations of the State and Federal regulations.

All of the schools that requested cancellation were primarily set up for G.I. Flight Training. Most flight schools in operation as of December 31, 1949 are in much better position to expand and continue their operations.

USE OF MAINE AIRPORTS

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 very favorably situated with respect to large airports for major air-line 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.

AVIATION ORGANIZATIONS

THE MAINE AIR NATIONAL GUARD
THE ADJUTANT GENERAL
George M. Carter, Brigadier General

February 4, 1950 marked the third anniversary of the Federal Recognition of the six units of the Maine Air National Guard. Five of these units are located at Dow Air Force Base, Bangor, Maine, and the sixth is located at the Augusta State Airport, Augusta, Maine. All units have been especially active, not only in the accomplishment of the prescribed training program but in participating in air shows, fly overs, ground demonstrations, mercy flights, and in operating a small scale airlift during the fire emergency of October 1947.

The Maine Air National Guard is made up of 94 officers and 521 airmen. These officers and airmen are commanded by the Senior Air National Guard Officer of Maine, Colonel Philip E. Tukey, Jr. The primary mission of the Maine Air National Guard is Air Defense. To carry out this mission the 132nd Fighter Squadron at Bangor, Maine, has been equipped with jet propelled F-80C's. Maine was one of the three original states to have jet propelled aircraft assigned to it. The high degree of success attained by Maine pilots and the pilots of the other two States led to the subsequent assignment of jets to several other states. In order to augment the training accomplished with the F-80's the Air National Guard is also equipped with 2 C-47's, 2 B-26's, 4 F-47's and 3 T-6's. These airplanes are used for cargo, instrument and transition training, target towing and administrative flying. Since pilots of the Air National Guard have to meet the same flying requirements as pilots of the Regular Air Force, it can readily be seen that the maintenance problem would be many times too great to be handled on a part time basis. To remedy this situation 65 permanent caretakers are on duty to "keep 'em flying". This constitutes what might be classed as a small industry in itself.

When disastrous fires broke out in many parts of the state in the fall of 1947, particularly in the Bar Harbor and York County areas, the Air National Guard

came into its own. Air crews immediately went to work and flew many missions transporting much needed fire fighting equipment from out of state points to the scene of the fires saving much valuable time. Non-flying personnel of the Air National Guard greatly assisted civilians and personnel of Army National Guard units in getting fires under control.

The participation of the Jets in the many air shows throughout the State has been well received by the local populace. Jets are still somewhat of a novelty and interested crowds soon congregate when it is learned that a flight of these fast flying planes is in the air. Such enthusiasm cannot be disregarded and the boys always put on a good show. Thousands of hours have already been logged in these F-80's.

MAINE CIVIL AIR PATROL

Winfield A. Ramsdell, Col.

The history of Civil Air Patrol is linked closely with the State of Maine. The organization was founded on December 1, 1941 and grew rapidly with the outbreak of war and the approach of marauding submarines to our shores. Coastal patrol units were located at Bar Harbor and Portland from which bases thousands of hours of over-water patrol flights were flown.

The end of the war resulted in a reaction within Civil Air Patrol, as within other home guard organizations. The war was over and the job had been done. Interest and activity dwindled and reached a low in 1948.

Public Law 557, the 80th Congress, established Civil Air Patrol as an official Civilian Auxiliary of the U. S. Air Force. The Secretary of the Air Force assigned new peacetime missions to CAP; namely, the training of 100,000 cadets in aviation subjects, the establishment of a nationwide radio network, and the establishment of a search and rescue program capable of handling a variety of emergencies. Leaders within the Maine Wing struggled to overcome the common lethargy and to establish CAP as a necessary part of the Air Age.

Although CAP activities in Maine are far short of the goal set, gratifying progress was made in 1949. The following figures indicate the status of Civil Air Patrol at the close of 1949. Almost all progress was made during that year after the lull of 1947-48.

No. of units	7
No. of senior members (active)	437
No. of cadet members (active)	135
No. of aircraft on loan from USAF	6
No. of aircraft donated by USAF	2
No. of aircraft available for emergencies	40
No. of hrs. flown on actual search missions	21
No. of hrs. flown on simulated search missions	275 (approx)
No. of hrs. flown for cadet orientation rides	180
No. of man-hours of cadet class work	3000 (approx)
No. of man-hours of senior class work	1800 (approx)
*No. of licensed radio stations:	
Fixed	74
Mobile	18
Airborne	6

*As part of CAP network

Thirty-five cadets spent two weeks at Dow Air Force Base in August-September as part of their training program.

One cadet was chosen to participate in the international cadet exchange program and spent three weeks in England as guest of the Royal Air Force.

A campaign to acquaint proper State, County, Municipal and other agencies with the available emergency services that the Maine Wing, Civil Air Patrol has to offer is being included in the future plans of the organization.

MAINE AVIATION TRADES ASSOCIATION

Harold F. Troxel, President

From the period of 1940 to 1946 Maine aviation was represented by five of Maine's operators who were members of the National Aviation Trades Association. In 1946 Mr. Guy P. Gannett, Portland, Maine publisher and Maine's most ardent

aviation enthusiast and supporter, recognizing the need for a State Association to head and aid the Maine aviation industry which at the time represented over a two million dollar industry in the State, called a meeting of the Maine Operators at Augusta, Maine. Regular monthly meetings were held and the Maine Aviation Trades Association was incorporated with Mr. Gannett as President.

In 1948 Harold F. Troxel of Portland, Maine was elected President of the Maine Aviation Trades Association which was affiliated with the National Aviation Trades Association. The Maine Association has since had its vote with the National Aviation Trades Association and was represented at the St. Louis and Cleveland conferences by H. F. Troxel. The Association aided the operators in securing their flight training contracts with the Veterans Administration and employed an aviation Certified Public Accountant to make the necessary cost analysis which was required by the Veterans Administration.

The Directors of the Maine Aviation Trades Association met and worked with the late John Clark, Director of the Maine Aeronautics Commission, in drafting and preparing the revised Chapter 21 of the Maine Aeronautics Act which had the full approval of the Trades Association Directors as it was submitted to the 1949 Legislature.

Active membership is composed of some twenty-four airport operators and four associate members.

EASTERN MAINE AERO ASSOCIATION

Lyndon E. Fletcher, President

1949 saw the inception of this organization, which has as its fundamental aim the advancement of aviation through combined participation of pilots, private aircraft owners, fixed base operators, and others connected with or interested in aviation.

The Association was organized on September 13th in Bangor, the outgrowth of a 7-member Eastern Maine Aero Club formed there in August. At the year's end membership numbered 93; was growing steadily, and included aviation people in numerous localities from the Kennebec valley and the seacoast to Aroostock County. Airplanes operated by members of the EMEA totaled between 65 and 70.

Stress is placed on holding or re-developing interest in flying on the part of those who have been active in the past; and also on gaining new interest and participation on the part of those who have previously had little or no enthusiasm. In this direction, emphasis is placed on the important part women can play, either through direct activity or by sharing the interest and activity of family or friends.

Of primary importance among its various activities is the voluntary air search program which the EMEA undertakes to co-ordinate in a territory which includes the principal wilderness areas of the State. Conceived as a means of promptly alerting experienced private and commercial pilots for the purpose of uniformly thorough search coverage of any likely area in instances of missing persons or airplanes, the program has demonstrated its value in one large-scale operation -- the search on Labor Day for an airplane missing between Augusta and Millinocket -- and in a number of smaller actions. Aim of the program is toward a maximum of co-operation with other agencies concerned. In line with this, a plan, now in use, was developed in conjunction with the Maine Wing of the Civil Air Patrol for a system of cross-reference lettering and numbering of the Sectional Aeronautical Charts for sector assignment and reporting purposes during searches.

Among the plans which the EMEA has outlined as methods of carrying out its aim of advancing aviation, is one in which co-operation with the newspapers and radio stations is undertaken, toward a goal of minimizing disproportionate emphasis on airplane crashes and mishaps, and increasing the coverage of constructive activities and services; and also improving accuracy of reporting of aviation matters.

As a means of keeping its membership and others advised of current and new developments in State and Federal regulations, new services available, dates of various events, other matters of interest, and its own activities, the Association circulates a mimeographed news-letter the last week of each month. In this way also, and through participation by State and CAA aviation personnel in discussions at various of its monthly meetings with the owners, pilots, operators and others, the EMAA hopes to contribute to a better mutual understanding of problems, requirements and needs.

At present, dinner meetings are held regularly at the Pilot's Grill, near Dow Air Force Base, Bangor. These are scheduled for 7 p.m. on the first Tuesday of each month and are open to members, friends, and all persons interested in the advancement of aviation.