

MAINE STATE LEGISLATURE

The following document is provided by the
LAW AND LEGISLATIVE DIGITAL LIBRARY
at the Maine State Law and Legislative Reference Library
<http://legislature.maine.gov/lawlib>



Reproduced from scanned originals with text recognition applied
(searchable text may contain some errors and/or omissions)

MAINE PUBLIC DOCUMENTS

1950- 52

IN THREE VOLUMES

Volume III

MAINE AERONAUTICS COMMISSION

REPORT

to

GOVERNOR FREDERICK G. PAYNE

and

GOVERNOR'S COUNCIL

DECEMBER 31, 1951

STATE OF MAINE
AREONAUTICS COMMISSION

SCOTT K. HIGGINS
Director of Areonautics



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

December 31, 1951

Honorable Frederick G. Payne
Governor of Maine
Augusta, Maine

Dear Sir:

I am transmitting to you herewith the Fourth Report
of the Maine Aeronautics Commission covering the years of
1950 and 1951.

Respectfully submitted,

MAINE AERONAUTICS COMMISSION

A handwritten signature in cursive script, reading "Scott K. Higgins". The signature is written in dark ink and is positioned above the typed name of the signatory.

Scott K. Higgins, Director

TABLE OF CONTENTS

	Page
Introduction	
Aeronautical Fund - - - - -	1
Aeronautical Fund Summary - - - - -	2
Snow Removal Allotments - - - - -	5
Applications for Snow Removal Allotments- - - - -	5
Snow Removal Recommendation - - - - -	7
Airports of Maine - - - - -	8
State Airport - - - - -	11
Airport Control - - - - -	11
Leasing of Airports - - - - -	12
Seaplane Bases- - - - -	12
National Airport Plan - - - - -	14
Aviation Law Enforcement and Accident Investigation - - - - -	15
Air Marking - - - - -	16
Flight Schools- - - - -	17
Use of Maine Airports - - - - -	17
Publications- - - - -	18
Legislation - - - - -	18
Civil Defense - - - - -	19
Aviation Organizations:	
Maine Air National Guard - - - - -	21
Maine Civil Air Patrol - - - - -	22
Maine Aviation Trades Association- - - - -	23
Eastern Maine Aero Association - - - - -	24

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 members of 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 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 the 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 inspectors and 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 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.

During the period of this report, the Commission has annually elected a Chairman from its membership. In 1950 Col. Robinson Verrill of Portland succeeded Col. Wm. Tudor Gardiner of Gardiner, and in 1951 Mrs. Lucille M. Dingley of Auburn succeeded Col. Verrill.

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 purchasers 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, penalties and costs 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) Non-Resident pilot's registration	15.00
(e) Non-Resident aircraft registration	25.00
(f) Commercial Airport & Seaplane Base license	5.00

There appears herewith a complete record of all funds collected and disbursed by the Commission from January 1, 1950 to December 31, 1951.

Jan. 1 to June 30, 1950

Unexpended Balance \$ 26,141.49

REVENUE:

Aeronautical Gas Tax (Net)	\$ 11,873.27	
Pilot & Parachute Riggers Reg.	622.00	
Aircraft Registrations	372.00	
Airport & Seaplane Base Lic.	235.00	
Fines	<u>40.00</u>	
Total Revenue		<u>13,142.27</u>
Total Available		\$ 39,283.76

EXPENDITURES:

Personal Service		\$ 5,536.40
Office Expense:		
Supplies & Equipment	56.74	
Meter Postage	66.21	
Telephone & Telegrams	164.81	
Printing & Binding	<u>204.03</u>	491.79
Travel Expense		
Mileage	228.48	
Meals	163.55	
Gratuities	15.55	
Railroad Fares	12.40	
Taxi & Vehicle Hire	12.00	
Airplane Fares	67.20	
Hotel & Lodging	83.00	
Misc. Expense	<u>6.26</u>	588.44
General Operating Expenses:		
Gas & Oil (Aircraft)	120.21	
Repairs, Parts & Supplies (Aircraft)	148.05	
Insurance (Aircraft)	80.51	
Periodicals - Newspapers - Subs.	16.00	
Association Dues	325.00	
Advertising Notices	61.56	
Misc. Prof. Fees & Services	30.00	
Misc. Supplies	<u>8.64</u>	789.97

Snow Removal:

Payments to Cities & Towns

13,611.34

Total Expenditures

\$ 21,017.94

Unexpended Balance - June 30, 1950

\$ 18,265.82

July 1, 1950 to June 30, 1951

Unexpended Balance

\$ 18,265.82

REVENUE:

Aeronautical Gas Tax (Net)	\$ 42,327.44
Pilot & Parachute Riggers Reg.	743.00
Aircraft Registrations	426.00
Airport & Seaplane Base Lic.	310.00
Fines	75.30
Misc. Services & Fees	45.50
Total Revenue	<u>43,927.24</u>

Total Available

\$ 62,193.06

EXPENDITURES:

Personal Services

12,571.90

Office Expense:

Supplies & Equipment	219.31
Meter Postage	182.91
Telephone & Telegrams	475.67
Printing & Binding	396.47
Repair to Typewriter	9.12
	<u>1,283.48</u>

Travel Expense:

Mileage	727.76
Meals	385.72
Gratuities	28.80
Railroad Fares	14.11
Taxi & Vehicle Hire	46.65
Airplane Fares	313.63
Hotel & Lodging	223.72
Miscellaneous Expense	41.54
	<u>1,781.93</u>

General Operating Expense:

Gas & Oil - Aircraft	734.83
Repairs - Parts - Supplies(Aircraft)	433.65
Insurance (Aircraft)	553.35
Insurance on Equipment (Camera, etc)	7.68
Periodicals - Newspapers - Subs.	82.00
Association Dues	355.00
Advertising Notices	11.02
Misc. Prof. Fees & Services	17.00
Misc. Supplies	11.50
Misc. Rents (Planes & Storage)	124.34
Repairs to Equipment	32.79
Employees Bond	2.53
Communication Instr. (VHF Plane Radio)	843.00
	<u>3,213.69</u>

Snow Removal:

State Airport - Augusta(1949-50 season)	\$ 3,779.33	
Grants to Citics & Towns (1950-51 season)	<u>9,946.51</u>	<u>13,725.84</u>
Total Expenditures		<u>32,576.84</u>

Unexpended Balance June 30, 1951 \$ 29,616.22

July 1 to December 31, 1951

Unexpended Balance \$ 29,616.22

REVENUE:

Aeronautical Gas Tax (Net)	33,730.79	
Pilot & Parachute Riggers Reg.	199.00	
Aircraft Registrations	66.00	
Airport & Seaplane Base Lic.	25.00	
Fines	151.02	
Witness Fees	2.70	
Misc. Services & Fees	<u>74.00</u>	
Total Revenue		<u>34,248.51</u>
Total Available		\$ 63,864.73

EXPENDITURES:

Personal Services		6,939.50
<u>Office Expense:</u>		
Supplies & Equipment	177.68	
Meter Postage	88.06	
Telephone & Telegrams	229.03	
Printing & Binding	<u>469.50</u>	964.27
<u>Travel Expense:</u>		
Mileage	327.84	
Meals	156.76	
Gratuities	16.91	
Taxi & Vehicle Hire	16.70	
Airplane Fares	287.00	
Hotel - Lodging	77.50	
Miscellaneous Expense	<u>40.15</u>	922.86
<u>General Operating Expense:</u>		
Gas & Oil (Aircraft)	273.31	
Repairs-Parts-Supplies (Airplane)	285.91	
Insurance (Airplane)	515.23	
Insurance on Equipment	12.08	
Insurance on Bldg. & Contents	36.10	
Periodicals - Newspapers - Subs.	45.00	
Association Dues	25.00	
Printing-Adv. & Publicity Material	59.30	
Miscellaneous Services	5.00	
Miscellaneous Supplies	<u>366.52</u>	1,623.45

Snow Removal:

State Airport - Augusta (1950-51 Season)	<u>2,087.95</u>
Total Expenditures	<u>12,538.03</u>
Unexpended Balance December 31, 1951	\$ 51,326.70

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 1949-50</u>	<u>Winter of 1950-51</u>
Auburn	\$ 1,172.11	\$ 816.64
Bar Harbor	138.25	182.50
Brunswick	870.25	730.00
Dexter	87.37	--
Eastport	140.00	148.75
Houlton	1,516.31	1,534.96
Millinocket	545.25	491.98
Old Town	1,276.25	502.07
Portland	3,912.81	1,827.44
Presque Isle	1,223.82 *	208.02 - Military after 1-1-51
Rockland	951.70	729.73
Sanford	568.14	483.50
Waterville	<u>1,750.00</u>	<u>1,750.00</u>
Total Snow Removal	\$ 14,152.26	\$ 9,405.59
*Less portion paid during 1950-51 year	540.92	540.92
	\$ <u>13,611.34</u>	\$ <u>9,946.51</u>
Augusta State Airport	<u>3,779.33</u>	<u>2,087.95</u>
Total Snow Removal Costs Paid	\$ 17,390.67	\$ 12,034.46
Total Snow Removal for 1949-50	- \$ 17,931.59	
Total Snow Removal for 1950-51	- 11,493.54	

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.

The 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, signed by municipal authorities and substantiating snow removal expenses, must be submitted on or before June 1 of each year.

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. In general, the use of a helper on snow removal equipment will not be allowed. However, in cases where this is considered absolutely necessary on special types of equipment, special permission may be granted upon application.

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

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

7. Maintenance, parts and repairs to equipment is not allowed on equipment used on a rate per hour basis.

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

After all snow removal invoices are received and approved, the State's share is determined from funds available in the Aeronautical Fund, and each municipality is reimbursed a percentage of its total costs.

SNOW REMOVAL RECOMMENDATIONS

Our State being subject to varying snow conditions, the Commission has given considerable time and study to the development of methods of prompt snow removal from our airports so that scheduled operations may continue with as little interruption as possible. It is the opinion of the Commission that each community controlling an airport should contract in advance with competent persons who own or control adequate truck-type snowplow equipment to remove snow from the runways during the winter season to the full capacity of that equipment.

Persons contracting communities to remove 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 equipment will not be adequate, and in such instances additional equipment of a different type will be necessary.

The so-called "Sno-Go" is 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 airport 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 112 airports and landing areas, 24 of which have hard surfaced runways. The remaining 88 are landing areas used primarily for small aircraft. Most of these airports and several of the landing areas offer to the public, student instruction, charter flights and servicing of aircraft. These figures show an increase of 18 airports or landing areas over a two-year period, of which a large percent are for personal use.

Following is a list of registered or licensed airports and landing areas including location, ownership, runway surface and classification:

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Andover	Private	Turf	S-1
Ashland	Private	Turf	S-1
Auburn	Personal Use	Turf	S-1
Auburn	Municipal	Paved	3
Auburn	Private	Turf	1

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Augusta	State	Paved	2
Bangor	U.S. Air Force	Paved	6
Bar Harbor	Municipal	Paved	3
Baring - St. Croix	Private	Turf	S-1
Belfast	Municipal	Paved	3
Benton	Private	Turf	1
Bethel	Personal Use	Turf	S-1
Biddeford	Municipal	Gravel	1
Blue Hill	Private	Turf	S-1
Brewer	Private	Gravel & Turf	1
Bridgton (C.A.P.)	Private	Turf	S-1
Brownville Jct.	Private	Turf	S-1
Brunswick	Naval Air Station	Paved	5
Brunswick Field	Private	Turf	S-1
Caribou	Municipal	Paved	2
Caribou	Personal Use	Turf	S-1
Caribou	Personal Use	Turf	S-1
Carmel	Personal Use	Turf	S-1
Charleston	Personal Use	Turf	S-1
Debleis	Public Roads Adm.	Paved	3
Detroit	Personal Use	Turf	S-1
Dexter	Municipal	Paved	2
Dixfield	Personal Use	Turf	S-1
East Baldwin	Personal Use	Turf	S-1
East Poland	Personal Use	Turf	S-1
Eastport	Municipal	Paved	2
Enfield	Private	Turf	S-1
Eustis	Private	Turf	S-1
Farmington	Personal Use	Turf	S-1
Fort Fairfield	Private	Turf	S-1
Fort Kent	Private	Turf	S-1
Fort Kent	Municipal	Turf	1
Freeport	Private	Turf	S-1
Fryeburg	Private	Turf	1
Greenville	Municipal	Paved	2
Hamlin Plantation	Personal Use	Turf	S-1
Hamlin Plantation	Personal Use	Turf	S-1
Hampden Highlands	Personal Use	Turf	S-1
Harrington	Private	Turf	S-1
Houlton	Municipal	Paved	4
Hudson	Private	Turf	S-1
Jackman	Municipal	Turf	1
Jacksonville	Personal Use	Turf	S-1
Jefferson	Personal Use	Turf	S-1
Kennebunk	Private	Turf	1
LaGrange	Personal Use	Turf	S-1
Lewiston	Personal Use	Turf	S-1
Lewiston	Private	Turf	S-1
Lewiston	Private	Turf	1
Lewiston	Private	Turf	S-1
Limerick	Private	Turf	S-1
Limestone	Personal Use	Turf	S-1
Limestone	U.S. Air Force	Paved	8
Limestone	Personal Use	Turf	S-1
Limestone	Personal Use	Turf	S-1

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Lincoln	Personal Use	Turf	S-1
Lubec	Private	Turf	S-1
Machias	Personal Use	Turf	S-1
Mars Hill	Private	Turf	1
Masardis	Personal Use	Turf	S-1
Mattawamkeag	Personal Use	Turf	S-1
Mattawamkeag	Personal Use	Turf	S-1
Meddybemps	Personal Use	Turf	S-1
Medway	Personal Use	Turf	S-1
Millinocket	Municipal	Paved	4
Minot	Private	Turf	1
Monmouth	Personal Use	Turf	S-1
Moose River	Personal Use	Turf	S-1
Newport	Personal Use	Turf	1
Nobleboro	Personal Use	Turf	S-1
Norridgewock	Municipal	Paved	3
North Haven	Personal Use	Turf	S-1
Norway	Municipal	Turf	S-1
Old Town	Municipal	Paved	3
Patten	Personal Use	Turf	S-1
Peru	Private	Turf	1
Phillips	Private	Turf	S-1
Phillips	Private	Turf	2
Pittsfield	Municipal	Paved	3
Portland	Municipal	Paved	3
Presque Isle	U.S.Air Force	Paved	6
Princeton	Municipal	Paved	3
Rangely	Municipal	Turf	S-1
Rockland	Municipal	Paved	3
Rumford	Private	Turf	S-1
Sanford	Municipal	Paved	5
Scarboro	Private	Turf	1
Sidney	Personal Use	Turf	S-1
South Portland	Private	Turf	2
Standish	Personal Use	Turf	S-1
Stonington	Private	Turf	S-1
St. Francis	Personal Use	Turf	S-1
T-15 R-15 (Mc.Forestry Serv.)	Private	Turf	S-1
Tenants Harbor	Personal Use	Turf	S-1
Thomaston	Private	Turf	S-1
Turner	Private	Turf	1
Turner	Private	Turf	1
Van Buren	Private	Turf	S-1
Waldoboro	Personal Use	Turf	S-1
Walnut Hill	Personal Use	Turf	S-1
Waterboro	Personal Use	Turf	S-1
Waterville	Municipal	Paved	3
West Brooksville	Personal Use	Turf	S-1
Willimantic	Personal Use	Turf	S-1
Windham Hill	Personal Use	Turf	S-1
Winterport	Municipal	Paved	3
York Beach	Private	Turf	S-1

CLASSIFICATION

<u>Summary</u>		<u>Airport Classes Defined</u>
Class S-1 Airports	- 70	Class S-1 Runways - Under 1800'
Class 1 Airports	- 16	Class 1 Runways - 1800' - 2500'
Class 2 Airports	- 7	Class 2 Runways - 2500' - 3500'
Class 3 Airports	- 12	Class 3 Runways - 3500' - 4500'
Class 4 Airports	- 2	Class 4 Runways - 4500' - 5500'
Class 5 Airports	- 2	Class 5 Runways - 5500' - 6500'
Class 6 Airports	- 2	Class 6 Runways - Over 6500'
Class 8 Airports	- <u>1</u>	Class 8 Runways - Over 8500'
Total	112	

OWNERSHIP SUMMARY

Personal Use	44
Privately Owned	39
Municipally Owned	23
Federally Owned	4
State Owned	1
Public Roads Adm.	<u>1</u>
Total	112

STATE AIRPORT

The State controls but one airport, which is the Augusta State Airport. The Commission has leased to a private operator, certain aeronautical facilities necessary for the operation of an Approved Flight & Ground School, and Air Charter Service. The terms of the lease are such that the people served by the Augusta State Airport will be assured of the best possible service. Other facilities, including offices and space in the Administration Building, are under lease to Northeast Airlines; Civil Aeronautics Administration, Airway Communications; Civil Aeronautics Administration, District Airport Engineers, and a local restaurant operator.

AIRPORT CONTROL

The Commission, to the date of this report, has not favored the acquisition or operation of additional airports by the State. 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

The Commission believes that the facilities of every Municipal, State or Federal airport in the State of Maine can 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 the particular 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.

Those municipalities which control an airport should be extremely cautious in leasing their 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 the Commission has several times brought this matter to the attention of the municipal officers of cities and towns in which airports are located.

In the instances where airports controlled by our municipalities are thus leased to a responsible operator or operators, they can

- (a) immediately afford service to other airports;
- (b) provide 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 throughout our State.

SEAPLANE BASES

On the twenty-five hundred lakes and the three thousand miles of sea-coast in Maine, 58 seaplane bases are now conveniently located, of which several are operated on a commercial status and offering 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 indicating location and present ownership:

<u>City, Town or Lake</u>	<u>Seaplane Bases</u>
Auburn	Maheu's
Bar Harbor (Trenton)	Bar Harbor
Bethel	Bethel
Brewer	Down East
Brunswick	Riverside Airpark
Castine	Sunrise Flying Service
Chamberlain Lake	Chamberlain Farm
Chamberlain Lake	Nugent's
China	China Lake
Churchill Lake	Churchill Lake Camps
Dexter	Heart of Maine
Dexter	Faylome
Eagle Lake	Eagle Lake Camps
Eagle Lake	Fish & Game
Eastport	Eastport
Falmouth Foreside	Handy Boat Service
Fish River Lake	McNally's
Fryeburg	Fryeburg
Greenville	Folsom's
Greenville	Moosehead Lake
Greenville	Richfield
Greenville Jct.	Squaw Mountain Inn
Harrison	Pleasant Air Harbor
Holeb Township	Birch Island
Jackman	Jackman Regions
Lobster Lake	Spaulding's
Maranacook	Fish & Game
Masardis	Squapan Lake
Medway	Koons
Millinocket	Millinocket Lake Flving Service
Milo	Sebec River
Naples	Bove's
Naples	Irving's
Naples	Don Paul's
Newport	Sebasticook
Norcross	Buckhorn Camp
North Windham	Sebago Lake
North Windham	Little Sebago
Norway	Norway
Ogontz (Moosehead Lake)	Camp Caribou
Old Town	Old Town

City, Town or LakeSeaplane Base

Patten
 Portage Lake
 Princeton
 Readfield
 Rumford
 St. Francis
 St. John
 Scarborough
 Sidney
 Tenants Harbor
 Turner
 Van Buren
 Wayne
 West Bath
 Winslow
 Winterville
 Winthrop

Shin Pond
 Portage Lake
 Princeton
 Torsey Pond
 Rumford
 Bourgoin
 Daigle
 Willowdale
 Goodhue
 Lehtinen
 Twitchell's
 Van Buren
 Wayne
 New Meadows
 Slugunde
 Northland Airways
 Norcross

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 as amended, authorized the appropriation by Congress of \$500,000,000.00 to be made available over a period of twelve years. The appropriation for any fiscal year shall not exceed \$100,000,000.00. From these funds, States may now receive one-half of land acquisition costs; one-half of airport construction or development costs, and two-thirds for high intensity field lighting projects.

Federal funds apportioned to the State of Maine for the fiscal years of 1947 through 1951 amount to \$1,280,194.00. Of this amount, \$416,914.00 was encumbered or spent in matching State and Municipal funds for approved projects, leaving a total of \$63,750.00 still available. \$799,530.00 was recaptured and apportioned to other States.

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, the Commission is hopeful that the 1953 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."

Under the Federal-aid Airport Program for 1950-51 seven Maine airports and one seaplane base received aid for construction and improvements. These projects included:

Augusta State Airport - 800 ft. extension of Runway 17-35
Auburn-Lewiston Airport - Repair and modernization of night lighting system
Caribou Municipal Airport - Sealcoating two runways
Fort Kent Municipal Airport - A new 2000' turf runway and access road. (Completed)
Houlton Municipal Airport - New Administration Building (Completed)
Portland Municipal Airport - Extending and repaving airplane parking apron; regrading and repaving runway intersections north of apron. (Completed)
Rehabilitating south-end of North-South Runway.
Waterville (Robert LaFleur) Municipal Airport - Repair and modernization of night lighting system. (Completed)
Portage Lake Municipal Seaplane Base - New Administration Building, pier and floats. (Completed)

The latter is the first and only seaplane base constructed in New England with the assistance of the Federal-aid Airport Program. Other municipalities anticipating improvements in 1952 comprise Augusta, Greenville, Norway, Rangeley and Waterville.

AVIATION LAW ENFORCEMENT AND ACCIDENT INVESTIGATION

A certain amount of progress is indicated in 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.

Records of the Commission show a decided reduction in fatalities resulting from aircraft accidents during the period of this report as compared with the same period in 1948 and 1949. Accident statistics reveal that eleven fatal accidents resulting in 19 deaths were recorded in the State for 1948-49 as compared to three fatal accidents involving six deaths and one aircraft with pilot and passenger missing or unaccounted for in 1950-51. In the majority of fatal accidents in this period, inexperience with unfavorable weather conditions, pilot judgment and presumably pilots flying under the influence of intoxicating liquor have been contributing factors

The employment 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.

The 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

The 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 distance as well as direction to the nearest airport, will greatly facilitate the accomplishment of the Aeronautics Commission's ambitious airmarking program towards making Maine "The Safest State in Which to Fly".

FLIGHT SCHOOLS

In 1950, twenty-one Federal and State Approved Flight and Ground Schools were operating in the State. Several of these schools offered complete courses in flight training for private individuals or veterans under G. I. training.

For various reasons during the past year, five schools have closed or requested cancellation of their Air Agency Certificates. All of the schools that requested cancellation were established primarily for G. I. Flight Training. Most flight schools in operation as of December 31, 1951 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 airline operations. However, there exists a present imperative need to improve and enlarge certain airports and to construct additional airports, so that the State may have a proper distribution of small airports or airparks for personal flying.

PUBLICATIONS

MAINE AIR COMMENT

"Maine Air Comment", the official publication of the Commission, completed the first year of its publication in December 1951. National, State and local items pertaining to Aeronautics are now circulated to more than 1400 Maine pilots, aircraft owners and interested persons.

MAINE AIR SERVICE GUIDE

The Maine Air Service Guide was published in 1951 for the purpose of promoting aviation and advertising all available aeronautical facilities and services offered to the traveling public by fixed-base operators. This folder has received a wide circulation to both residents and non-residents interested in fast, safe and economical transportation to and from business engagements, also to vacationists who require swift transportation from airline stops to their favorite remote areas.

LEGISLATION

The Commission prepared and supported the following laws and resolves as passed by the 95th legislature.

- | | | |
|--|-----------|-------------|
| An Act Relating to the Aeronautical Fund | | |
| H.P. 210 | L.D. 132 | Chapter 15 |
| An Act Relating to Fees for Non-Resident Airmen and Aircraft | | |
| H.P. 207 | L.D. 129 | Chapter 16 |
| An Act to Clarify the Aviation Laws | | |
| H.P. 208 | L.D. 130 | Chapter 17 |
| An Act Relating to Abandoned Airports | | |
| H.P. 209 | L.D. 131 | Chapter 18 |
| An Act Relating to Trespass on Airports | | |
| H.P. 1461 | L.D. 989 | Chapter 61 |
| An Act Relating to Crop Dusting by Aeroplanes | | |
| H.P. 1466 | L.D. 1082 | Chapter 180 |
| An Act Relative to Excise Tax on Aircraft | | |
| H.P. 553 | L.D. 324 | Chapter 264 |

An Act Relating to Police Authority of Director of Aeronautics and Inspectors.
H.P. 195 L.D. 117 Chapter 373

Resolve, Providing for Certain Construction at the Maine State Airport
H.P. 957 L.D. 569

Resolve, Appropriating Moneys for Municipal Airport Construction
H.P. 1821 L.D. 1407

CIVIL DEFENSE

A Plan for Civil Aviation in Civil Defense was prepared by the Maine Aeronautics Commission and officially adopted January 30, 1951 by the Maine Civil Defense and Public Safety Agency.

The Hopley Report submitted to the late Honorable James Forrestal in October 1948, indicated the necessity for formulating a plan dealing specifically with Civil Aviation and the problems confronting it. Various National groups as well as several State Aviation bodies set out to prepare such a plan. Many plans were reviewed by various sources and a decision was finally reached to form the Emergency Aviation Council. This Council was composed of thirteen National Aviation Organizations and during a period of months it prepared a number of drafts for a National Plan for Civil Aviation. Co-incidentally the Staff of the Maine Aeronautics Commission, following the general ideas indicated in the Hopley Report, worked on a plan for the State of Maine.

Guided by recommendations of the Emergency Aviation Council, an Advisory Panel was appointed in the State composed of fourteen individuals representing all segments of the Aviation Industry to aid in the furtherance of the Maine Plan. Following a conference of several days duration in Washington the second week of December, the Emergency Aviation Council produced a final draft which had the approval of the Administrator of the Civil Aeronautics Administration, the Chairman of the Civil Aeronautics Board, and the Air Coordinating Committee as well as Chairman of the National Security Resources Board Aviation Task Force.

The Maine Plan was prepared and closely follows the National pattern which was designed so as to be flexible enough to accomplish our purpose. The Plan is composed of two parts. Part One deals only with "Organization and Functions", that is, the first part is purely a "Planning Action". Part Two, "Operational Procedures" is the actual machinery which implements the planning action.

AVIATION ORGANIZATIONS

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

Although the date of February 4, 1950 marked only the third anniversary of the Federal recognition of the six original units of the Maine Air National Guard, these units were destined, even at that point, for early alerting and call for induction into Federal service. As result of the worsening of the whole international situation, all of the Air National Guard was scheduled for call to Federal service during the last six months of 1950 and on through 1951 and 1952.

Still another Air National Guard unit, the 104th Aircraft Control and Warning Squadron, organized during the late summer of 1950, was also alerted and called to Federal service in the late summer of 1951.

Specifically, the following is a list of Maine Air National Guard units called from State control to Federal duty during 1951, and at the strength in officers and enlisted personnel as indicated:

Strength of units inducted at Bangor - February 1, 1951

Officers 120 - WO's 1 - Enlisted Men 600

Strength of 104th AC&W Sq. inducted at Fort Preble - September 1, 1951

Officers 16 - Enlisted Men 150

Previous to the Federal call, the Group Headquarters, originally located at the Augusta Airport, was ordered to move to Dow Air Force Base, Bangor, Maine.

As might be expected, as the Group, the Fighter Squadron and supporting units departed for Federal duty, with them went not only their airplanes and organizational equipment, but also all maintenance and support items; the same circumstances held for the 104th AC&W Sqdn.

The National Guard Bureau, however, did authorize a new detachment to become temporarily a part of State Headquarters, designated as "Flight E". This detachment consists of two officers, both qualified pilots for twin engine planes, and

three enlisted specialists - administration, supply and aircraft maintenance. The State was authorized and has one C-47 aircraft, along with the minimum requirements in supply, parts and maintenance equipment for minor maintenance. This "Flight E" has been given required space and allowed to remain at Dow Air Force Base, even though the Base has been back in operation under the United States Air Force.

Under the provisions of the law and Federal policy, Air National Guard units have been inducted for 21 months Federal service. At the end of this period, unless an expanding emergency changes the whole picture, all National Guard unit designations formerly held by the State will be returned, along with, it is estimated, up to twenty per cent of the original personnel. Department of Defense policy as promulgated by the United States Air Force specifies that units returned to State control will again be allotted facilities at their former location. Plans presently under consideration contemplate Maine Air National Guard reorganization being under way by early May 1952. The State has been directed by the National Guard Bureau to request space and facilities from the Commanding Officer at Dow Air Force Base. Consequently, by the fall of 1952, the operations and aircraft maintenance program supporting the Air Guard should again be under way, with its payroll for caretakers and technicians, which will mean much to Guardsmen and to business in the Bangor area.

MAINE CIVIL AIR PATROL

Winfield A. Ramsdell, Col.

The Maine Wing of Civil Air Patrol has made excellent progress during the years 1950 - 1951. The number of organized Units throughout the State has been doubled since 1949. Cadet membership has increased from 135 to 607 over the same period.

The Search & Rescue Sections of the various Units have cooperated in practice missions with Civil Defense and Public Safety, Coast Guard, Coast Guard Auxiliary and Ground Observer Corp, as well as performing several actual search missions in conjunction with Air Rescue Service.

The Maine Wing has developed the most efficient CAP radio network in the nation. In any local or statewide emergency it is anticipated that the Civil Air Patrol will be of the greatest assistance through this network.

During the summer of 1950, forty-five cadets spent two weeks at Westover Air Force Base as part of their training program. Two cadets were chosen to participate in the International Cadet Exchange Program. One cadet spent three weeks in Canada while the other visited Switzerland.

One hundred four cadets attended camp at Grenier Air Force Base in August 1951. In the Exchange Program one cadet was selected for a tour of England and another went to Norway.

In August 1951, Maine Wing, Civil Air Patrol, entertained twenty-five British cadets and three Royal Air Force Officers for ten days as part of the International Cadet Exchange Program.

The following figures indicate the status of Civil Air Patrol at the close of 1951.

No. of Units	15
No. of Senior Members (active)	388
No. of Cadet Members (active)	607
No. of aircraft on loan from USAF	4
No. of aircraft donated by USAF	2
No. of aircraft available for emergency	50
No. of hrs. flown on actual search missions	465
No. of hrs. flown on simulated search missions	1050
No. of hrs. flown for cadet orientation rides	653
No. of man-hours of cadet class work	26,428
No. of man-hours of senior class work	18,429
No. of licensed radio stations	236

MAINE AVIATION TRADES ASSOCIATION

Kenneth G. DeWitt, Pres.

Incorporated in 1946, the Maine Aviation Trades Association consists of airport operators principally engaged in aviation and representing over a two million dollar industry in the State.

The Directors of the Association met and worked with the Director of the Maine Aeronautics Commission in drafting and preparing several bills relating to aeronautics as passed by the 95th legislature.

In 1950 William L. Perry of Augusta, Maine, was elected President of Maine Aviation Trades Association. Mr. Perry and the directors of the Association devoted considerable time and effort in working for better conditions of the G.I. Flight Training Program and in the general promotion of aviation throughout the State.

Mr. Kenneth G. DeWitt of Old Town, Maine, was elected President of Maine Aviation Trades Association in 1951. Mr. James G. W. Garvin, Jr. of Orono, Maine, was appointed to the Board of Directors. This is the first time a private pilot has ever held an office in MATA.

EASTERN MAINE AERO ASSOCIATION

Arthur H. Farnham, President

Organized in 1949, the Eastern Maine Aero Association has held monthly meetings in the Bangor area since that time. Currently, meetings are held on the first Wednesday evening of each month at the Brewer Airport, the facilities of which are extended to the Association through the courtesy of Penobscot Aviation, Inc.

The fundamental aim of the Association is the advancement of aviation through combined participation by pilots, private aircraft owners, fixed-base operators, and others connected with or interested in aviation. Of primary importance is the voluntary Air Search and Rescue program and the preparation of survival kits which are available at all times from a central point to be parachuted to downed flyers or to lost persons.

A monthly news-letter is circulated by the Association as a means of keeping its membership advised on pertinent aviation developments and activities of interest.