

# MAINE STATE LEGISLATURE

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**MAINE PUBLIC DOCUMENTS**

**1952 - 1954**

**(in four volumes)**

**VOLUME III**

M.

V. 3

C. 2

MAINE AERONAUTICS COMMISSION

REPORT

to

GOVERNOR BURTON M. CROSS

and

GOVERNOR'S COUNCIL

DECEMBER 31, 1953





STATE OF MAINE  
AERONAUTICS COMMISSION

SCOTT K. HIGGINS  
Director of Aeronautics



HAROLD F. TROXEL, Chairman  
South Portland  
LUCILLE M. DINGLEY, Auburn  
CALDWELL SWEET, Bangor  
ROBINSON VERRILL, Portland  
ROGER C. WILLIAMS, Portland

December 31, 1953

Honorable Burton M. Cross:

Governor of Maine

Augusta, Maine

Dear Governor Cross:

I am transmitting to you herewith the Fifth Report of the Maine Aeronautics Commission Covering the years of 1952 and 1953.

Respectfully submitted,

MAINE AERONAUTICS COMMISSION

A handwritten signature in cursive script, reading "Harold F. Troxel". The signature is fluid and elegant, with a prominent flourish at the end.

Harold F. Troxel, Chairman

A handwritten signature in cursive script, reading "Scott K. Higgins". The signature is clear and legible, with a distinct flourish at the end.

Scott K. Higgins, Director

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## 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 1952 Mr. Harold F. Troxel of South Portland succeeded Mrs. Henry M. Dingley of Auburn, and in 1953 Mr. Troxel was re-elected for a one-year term.

Several changes in membership occurred during 1953. Mr. Harry E. Umphrey of Washburn, Maine, resigned after serving for eight years to accept a position on

the Board of Directors of the Federal Reserve Bank of Boston, Mass. He was replaced by Mr. Earle M. Hillman of Bangor, Maine, who, after serving seven months, resigned to enter the State Primaries for State Senator in the 97th Legislature. Mr. Hillman was replaced by Mr. Caldwell Sweet of Bangor in December 1953.

In August of 1953 the Commission suffered a great loss by the accidental death of former Governor Wm. Tudor Gardiner who was killed in an airplane accident in Pennsylvania. He was succeeded by Mr. Roger C. Williams, Publisher of the Guy Gannett Publishing Company.

## 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, 1952 to December 31, 1953.

Jan. 1 to June 30, 1952

Unexpended Balance \$ 51,326.70

REVENUE:

Aeronautical Gas Tax (Net)	\$ 13,821.78	
Aircraft Registrations	333.00	
Airport & Seaplane Base Licenses	220.00	
Fines	45.00	
Pilot & Parachute Rigger Registrations	<u>501.00</u>	
Total Revenue		<u>15,020.78</u>
Total Available		\$ 66,347.48

EXPENDITURES

Personal Services		\$ 7,302.10
<u>Office Expenses:</u>		
Meter Postage	125.86	
Printing & Binding	165.21	
Supplies & Equipment	409.00	
Telephone & Telegrams	<u>208.77</u>	908.84
<u>Travel Expenses:</u>		
Airplane Fares	67.80	
Gratuities	24.62	
Hotel & Lodging	73.00	
Meals	176.78	
Mileage	371.79	
Misc. Expense	4.75	
Storage & Parking	3.25	
Taxi & Vehicle Hire	<u>8.75</u>	730.74

General Operating Expenses:

Aircraft		
Gas & Oil	253.41	
Repairs, Parts & Supplies	92.17	
Association Dues	330.00	
Employees Bond	13.55	
Insurance (Aircraft)	550.18	
Misc. Services	69.77	
Misc. Supplies	2.10	
Periodicals--Newspapers--Subs.	25.00	
Printing--Adv.--Publicity Material	72.01	
Rent of Airplane	<u>130.00</u>	1,538.19

Snow Removal:

State Airport--Augusta (1951-52 Season)		<u>15,330.02</u>
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Total Expenditures 25,809.89

Unexpended Balance - June 30, 1952 \$ 40,537.59

July 1, 1952 to June 30, 1953

Unexpended Balance \$ 40,537.59

REVENUE

Aeronautical Gas Tax (Net)	40,215.30	
Aircraft Registrations	515.00	
Airport & Seaplane Base Licenses	250.00	
Fines	372.00	
Pilot & Parachute Rigger Registrations	822.00	
Witness Fees	34.68	
Adjustment of Balance forward 7-1-53		
Uncashed check returned (MATA)	<u>25.00</u>	
Total Revenue		<u>42,263.98</u>
Total Available		\$ 82,801.57

EXPENDITURES

Personal Services 15,637.94

Office Supplies:

Meter Postage	155.66	
Printing & Binding (Including Laws)	401.82	
Repairs to Office Equipment	42.56	
Supplies & Equipment	233.80	
Telephone & Telegrams	<u>512.51</u>	1,346.35

Travel Expenses:

Airplane Fares	284.85	
Auto Storage & Parking	1.60	
Car Tolls	1.75	
Gratuities	54.25	
Hotel & Lodging	239.00	
Meals	529.72	
Mileage	650.58	
Misc. Expense	39.27	
Railroad Fares	7.60	
Tax & Vehicle Hire	<u>59.25</u>	1,867.87

General Operating Expenses:

Advertising Notices & Other Publicity Matter	549.49	
Aircraft:		
Gas & Oil	669.32	
Repairs-Parts & Supplies	1,525.84	
Association Dues	355.00	
Communication Instrument	16.00	
Employees Bonds	13.55	
Household & Office Equipment	399.24	
Insurance on Building & Content	42.00	
Misc. Minor Equipment	18.13	
Misc. Prof. Fees & Services	15.00	
Periodicals-Newspapers, Subs.	73.70	
Rent of Plane	<u>371.90</u>	4,049.17

Grants to Public & Private Organizations

Maine's Share in Underwriting		
NASAO Film Project		95.00

Snow Removal:

State Airport-Augusta (1952-53 Season)	401.98	
Grants to Cities & Towns (1952-53 Season)	<u>6,879.98</u>	7,281.96

Transfers:

To Airport Construction Fund	<u>8,500.00</u>	
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Total Expenditures 38,778.29

Unexpended Balance June 30, 1953 \$ 44,023.28

July 1 to December 31, 1953

Unexpended Balance \$ 44,023.28

REVENUE

Aeronautical Gas Tax (Net)	35,133.82	
Aircraft Registrations	284.00	
Fines	10.00	
Pilot & Parachute Rigger. Registrations	<u>415.00</u>	
Total Revenue		<u>35,842.82</u>

\$ 79,866.10

Less Adjustment of Bal. Forwarded 7-1-53 (MATA check for 1951-52 dues reissued)

25.00

Total Available \$ 79,841.10



EXPENDITURES

Personal Services		8,421.66	
<u>Office Expense:</u>			
Printing & Binding	19.00		
Printing-Departmental Laws	479.50		
Stamps-Parcel Post - Meter Postage	73.06		
Supplies & Misc.	163.34		
Telephone & Telegraph	<u>235.49</u>	970.39	
<u>Travel Expense:</u>			
Airplane Fares	202.60		
Automobile Mileage	275.03		
Bus Fares	1.85		
Car & Boat Fare Tolls	.80		
Gratuities	20.00		
Hotel Room or Lodging	92.67		
Meals	199.25		
Storage and/or Parking	2.50		
Taxi & Vehicle Hire	18.25		
Telephone	<u>3.70</u>	816.65	
<u>General Operating Expense:</u>			
<u>Aircraft:</u>			
Gas & Oil	468.54		
Insurance	1,735.01		
Repairs-Parts-Supplies	183.40		
Association Dues	79.00		
Communication Instruments	1,356.00		
Employees Bonds	13.55		
Insurance on Building & Contents	40.16		
Legal Services (MEC)	12.25		
Periodicals-Newspapers-Subs.	55.50		
Rent of Plane	166.00		
Transportation Equipment (New Plane)	<u>17,308.94</u>	21,418.35	
<u>Snow Removal:</u>			
Grants to Cities & Towns (1952-53 Season)			
(Balance due Waterville)		537.04	
<u>Maine Employees Retirement System:</u>			
Proportionate Cost		<u>583.11</u>	
Total Expenditures			<u>32,747.20</u>
Unexpended Balance December 31, 1953			\$ 47,093.90

AIRPORT CONSTRUCTION FUND

Funds transferred from the Aeronautical Fund and appropriated by the 95th Legislature. The unexpended balance does not lapse but is carried forward to the next fiscal year.

January 1 to June 30, 1952

Unexpended Balance - January 1, 1952 \$ 53,306.69

EXPENDITURES

City of Portland 20,000.00

Unexpended Balance June 30, 1952 \$ 33,306.69

July 1, 1952 to June 30, 1953

Unexpended Balance \$ 33,306.69

REVENUE

Refund - Auburn & Lewiston 1,328.22

Refund - Town of Greenville 31.73

Transfers from Aeronautical Fund 8,500.00

Total Revenue 9,859.95

Total Available 43,166.64

EXPENDITURES

Auburn & Lewiston 6,000.00

Caribou 3,000.00

Greenville 2,500.00

Rangeley 2,500.00

Waterville 10,217.03

Total Expenditures 24,217.03

Unexpended Balance June 30, 1953 \$ 18,949.61

July 1 to December 31, 1953

Unexpended Balance \$ 18,949.61

EXPENDITURES

Portland 2,700.00

Unexpended Balance December 31, 1953 \$ 16,249.61

STATE WIDE AIRPORT CONSTRUCTION

Funds appropriated by the 96th Legislature and allocated to certain cities and towns.

July 1 to December 31, 1953

REVENUE

Legislative Approp. July 1, 1953 (Included in \$68,000.00 State Wide Appropriation) \$ 58,000.00

EXPENDITURES

City of Portland 7,500.00

Unexpended Balance December 31, 1953 \$ 50,500.00

AIRPORT CONSTRUCTION - CITY OF PORTLAND

Funds passed by the 96th Legislature for certain construction at Portland Municipal Airport.

July 1 to December 31, 1953

REVENUE

Legislative Appropriation \$250,000.00

Unexpended Balance December 31, 1953 \$250,000.00

Any unexpended balance in the above two funds shall lapse on June 30, 1955.

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 1951-52</u>	<u>Winter of 1952-53</u>
Auburn	\$ 2,615.82	\$ 1,004.86
Bar Harbor	255.00	--
Houlton	1,910.09	1,237.23
Millinocket	817.00	702.50
Old Town	830.27	284.36
Portland	4,990.56	1,524.25
Rockland	1,317.78	363.78
Sanford	843.50	513.00
Waterville	1,750.00	1,787.04
	<u>\$15,330.02</u>	<u>\$ 7,417.02</u>
Augusta State Airport	<u>4,084.46</u> *	<u>401.98</u>
Total Snow Removal Costs Paid	\$19,414.48	\$ 7,819.00

\* No Reimbursement to Augusta State Airport for this amount.

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, 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 with communities to remove snow should be required to furnish the community with a good and sufficient surety bond for 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 airport 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 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. 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 95 airports and landing areas, 24 of which have hard surfaced runways. The remaining 71 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 a decrease of 17 airports or landing areas over a two-year period, of which a large percent were 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
Ashland	Personal Use	Turf	S-1
Auburn	Personal Use	Turf	S-1
Auburn	Municipal	Paved	3
Augusta	State	Paved	2
Bangor	U.S. Air Force	Paved	6
Bar Harbor	Municipal	Paved	3
Baring - St. Croix	Private	Turf	S-1



<u>City or Town</u>	<u>Ownership</u>	<u>Surface</u>	<u>Class</u>
Belfast	Municipal	Paved	3
Benton	Private	Turf	1
Benton	Personal Use	Turf	S-1
Bethel	Personal Use	Turf	S-1
Biddeford	Municipal	Gravel	1
Blue Hill	Private	Turf	S-1
Brewer	Private	Gravel & Turf	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
Deblois	Public Roads Adm.	Paved	3
Dexter	Municipal	Paved	2
Dixfield	Personal Use	Turf	S-1
East Baldwin	Personal Use	Turf	S-1
Eastport	Municipal	Paved	2
Enfield	Private	Turf	S-1
Eustis	Private	Turf	S-1
Fort Fairfield	Private	Turf	S-1
Fort Kent	Municipal	Turf	1
Freeport	Private	Turf	S-1
Greenville	Municipal	Paved	2
Houlton	Municipal	Paved	4
Hudson	Private	Turf	S-1
Jacksonville	Personal Use	Turf	S-1
Jonesport	Personal Use	Turf	S-1
LaGrange	Personal Use	Turf	S-1
Lambert Lake	Personal Use	Turf	S-1
Lewiston	Personal Use	Turf	S-1
Lewiston	Private	Turf	S-1
Lewiston	Private	Turf	1
Limestone	U.S. Air Force	Paved	8
Limestone	Personal Use	Turf	S-1
Lincoln	Personal Use	Turf	S-1
Lubec	Private	Turf	S-1
Machias	Personal Use	Turf	S-1
Mapleton	Personal Use	Turf	S-1
Mars Hill	Private	Turf	1
Meddybemps	Personal Use	Turf	S-1
Millinocket	Municipal	Paved	4
Milo	Personal Use	Turf	S-1
Minot	Private	Turf	1
Monmouth	Personal Use	Turf	S-1
Moose River	Personal Use	Turf	S-1
Nobleboro	Personal Use	Turf	S-1
Norridgewock	Municipal	Paved	3
North Anson	Personal Use	Turf	S-1
Norway	Municipal	Turf	S-1
Old Town	Municipal	Paved	3
Patten	Personal Use	Turf	S-1
Patten	Personal Use	Turf	S-1
Phillips	Private	Turf	S-1
Phillips	Private	Turf	2

<u>City or Town</u>	<u>Ownership</u>	<u>Runway Surface</u>	<u>Class</u>
Pittsfield	Municipal	Paved	3
Portland	Municipal	Paved	3
Presque Isle	U.S. Air Force	Paved	6
Princeton	Municipal	Paved	3
Rangeley	Municipal	Turf	S-1
Readfield	Personal Use	Turf	S-1
Readfield	Personal Use	Turf	S-1
Rockland	Municipal	Paved	3
Rumford	Private	Turf	S-1
St. Albans	Personal Use	Turf	S-1
Sanford	Municipal	Paved	5
Scarboro	Private	Turf	1
Sidney	Personal Use	Turf	S-1
South Portland	Private	Turf	2
Stonington	Private	Turf	S-1
T-6 R-19	Personal Use	Turf	S-1
T-15 R-15 (Me. Forestry) (Service)	Private	Turf	S-1
Thomaston	Private	Turf	S-1
Topsham	Personal Use	Turf	S-1
Turner	Private	Turf	1
Turner	Private	Turf	1
Vassalboro	Personal Use	Turf	S-1
Waterboro	Personal Use	Turf	S-1
Waterville	Municipal	Paved	3
West Brooksville	Personal Use	Turf	S-1
Windham Hill	Personal Use	Turf	S-1
Winterport	Municipal	Paved	3
Woodland	Personal Use	Turf	S-1
Woolwich	Personal Use	Turf	S-1
York Beach	Private	Turf	S-1

CLASSIFICATION

Summary

Airport Classes Defined

Class S-1 Airports	-	59
Class 1 Airports	-	10
Class 2 Airports	-	7
Class 3 Airports	-	12
Class 4 Airports	-	2
Class 5 Airports	-	2
Class 6 Airports	-	2
Class 8 Airports	-	<u>1</u>
Total		95

Class S-1 Runways	-	Under 1800'
Class 1 Runways	-	1800' - 2500'
Class 2 Runways	-	2500' - 3500'
Class 3 Runways	-	3500' - 4500'
Class 4 Runways	-	4500' - 5500'
Class 5 Runways	-	5500' - 6500'
Class 6 Runways	-	Over 6500'
Class 8 Runways	-	Over 8500'

OWNERSHIP SUMMARY

Personal Use	38
Privately Owned	29
Municipally Owned	22
Federally Owned	4
State Owned	1
Public Roads Adm.	<u>1</u>
Total	95

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 and to a local restaurant operator. The State Civil Defense and Public Safety Agency now occupies the offices vacated by the Civil Aeronautics Administration District Airport Engineer.

There appears herewith a complete record of all funds collected and dispersed by the Commission for the operation, construction and maintenance of the Augusta State Airport.

January 1 to June 30, 1952

<u>Unexpended Balance</u>		
Augusta State Airport	\$ 17,752.24	
State Airport Construction	<u>71,892.98</u>	\$ 89,645.22

<u>REVENUE</u>		
Accounts Receivables	3,402.67	
Use of Concessions	27.63	
Rent of Snow Plow Equipment	247.00	
Federal Grants - Airport Construction	<u>28,592.34</u>	
Total Revenue		32,269.64
Total Available		<u>\$121,914.86</u>

<u>EXPENDITURES</u>		
Personal Services		\$ 4,125.33

<u>Equipment Expense:</u>		
Gas-Oil & Grease	785.75	
Insurance	17.42	
Repairs - Parts - Supplies	<u>1,473.46</u>	2,276.63

<u>General Operating Expenses:</u>		
Boiler Insurance	29.41	
Electricity	1,317.24	
Fuel	812.33	
Insurance on Buildings & Content	22.23	
Misc. Prof. Fees & Services	150.00	
Misc. Supplies & Minor Equipment	166.11	

General Operating Expenses (Continued)

Repairs to Building	\$ 1,495.65	
Repairs to Equipment	578.51	
Repairs to Road & Grounds	349.06	4,920.54
Total Airport Expenditures		<u>\$11,322.50</u>

Airport Construction:

Advertising Notices	48.84	
Appraisers Arch. Eng. Services	600.00	
Cost of Preparing Land	373.55	
Misc. Prof. Fees & Services	2.00	
Printing & Binding	5.25	
Structures & Improvements	52,806.35	
Total Construction Costs		<u>53,835.99</u>

Total **Airport and Construction Expenses** 65,158.49

Balance \$56,756.37

Plus total of 1951-52 Invoices set up as Accounts Payable - to be paid after June 30, 1952 891.51

Less Accounts Receivables as of June 30, 1952:

USA - CAA	328.13	
USA - INSAC	60.00	388.13
		<u>503.38</u>

Actual Cash on Hand June 30, 1952 \$57,259.75

July 1, 1952 to June 30, 1953

Balance Encumbered:

Augusta State Airport	\$ 10,610.42	
State Airport Construction	46,649.33	\$ 57,259.75

REVENUE

Accounts Receivables	6,443.35	
Legislative Appropriation	13,000.00	
Transfer from Aeronautical Fund (Snow Removal at State Airport 1952-53)	401.98	
Use of Concessions	45.55	
Federal Grants - Airport Construction	25,302.55	
Total Revenue		<u>45,193.43</u>
Total Available		<u>102,453.18</u>

EXPENDITURES

Personal Services 8,393.88

Equipment Expense:

Gas-Oil & Grease	485.19	
Insurance	185.69	
Rental of Private Equipment	22.50	
Repairs-Parts-Supplies & Misc.	550.87	
Truck Body	75.00	1,319.25

General Operating Expense:

Boiler Insurance	29.41	
Electricity	1,608.76	
Fuel	937.54	
Improvements (Office & Ramp Lights)	1,646.50	
Insurance on Buildings & Content	1,004.07	
Misc. Prof. Fees & Services	48.00	
Misc. Supplies & Minor Equipment	406.37	
Repairs to Building	4,342.33	
Repairs to Equipment	1,640.65	
Repairs to Road & Grounds	196.43	11,860.06
Total Airport Expenditures		<u>\$21,573.19</u>

Airport Construction:

Misc. Professional Fees & Services	21.00	
Printing & Binding	1.50	
Structures & Improvements	<u>71,851.59</u>	
Total Construction Expense		<u>71,874.09</u>

Total Airport & Construction Expenses 93,447.28

Balance \$ 9,005.90

Less: Total Invoices set up as Accounts Payable for 1951-52 year paid after July 1, 1952 891.51  
\$ 8,114.39

Plus: Unpaid Accounts Receivables as of June 30, 1953 311.85  
Lapsed to General Fund June 30, 1953 - \$ 8,426.24\*

\* Augusta State Airport \$ 8,348.45 - of which \$4,212.40 was unexpended balance  
Airport Construction 77.79 of Approp. for new heating system.  
\$ 8,426.24

July 1 to December 31, 1953

REVENUE

Legislative Appropriation	\$ 13,000.00
Accounts Receivables	3,683.21
Use of Concessions	43.39
Sale of Scrap	5.00
Total Revenue	<u>16,736.60</u>

EXPENDITURES

Personal Services 4,352.50

Equipment Expense:

Automobile Mileage	\$ 12.18	
Gas & Oil	138.39	
Insurance	101.64	
Rental of Equipment	50.00	
Repairs-Parts-Supplies	<u>78.26</u>	380.47

General Operating Expense:

Electricity	421.41		
Fuel	209.28		
Insurance on Bldgs. & Content	963.74		
Misc. Services & Fees	4.50		
Misc. Supplies & Minor Equipment	232.80		
Rental of Equipment	2.50		
Repairs to Buildings	1,278.08		
Repairs to Equipment	100.08		
Repairs to Road & Grounds	136.67		
Trans. to Trust Fund (MERS)	<u>413.41</u>	<u>3,762.47</u>	
Total Expenditures			<u>8,495.44</u>
Balance			\$ 8,241.16
Less: Accounts Receivables set up as of June 30, 1953 paid after July 1, 1953			<u>311.85</u>
Cash Balance - December 31, 1953			\$ 7,929.31

CONSTRUCTION FUND

July 1 to December 31, 1953

REVENUE

Legislative Appropriation - 96th Legislature (Included in \$68,000.00 State Wide Appropriation)			\$ 10,000.00
Federal Grants			8,717.63
Total Revenue			<u>18,717.63</u>

EXPENDITURES

Advertising Notices	92.10		
Appraisers Arch. Engineers Serv.	910.00		
Printing & Binding	1.42		
Structures & Improvements	<u>17,036.10</u>		
Total Expenditures			<u>18,039.62</u>
Cash Balance December 31, 1953			\$ 678.01

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 economy of our State, its citizens, and the municipalities wherein the same are located, by leasing certain facilities 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, 65 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 easily 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
Belgrade Lakes	Fairview Farms
Bethel	Bethel
Brewer	Down East
Brunswick	Riverside Airpark
Castine	Sunrise Flying Service
Chamberlain Lake	Chamberlain Farm
Chamberlain Lake	Mugent's
China	China Lake
Churchill Lake	Churchill Lake Camps
Dexter	Fay's
Eagle Lake	Eagle Lake Camps
Eagle Lake	Fish & Game
Eastport	Eastport
Falmouth Foreside	Handy Boat Service
Fish River Lake	McNally's
Fort Fairfield	Northern Flying Service
Fort Kent	Fort Kent
Greenville	Folsom's
Greenville	Moosehead Lake Flying Service
Greenville Jct.	Squaw Mountain Inn
Hudson	Robbins'
Isle Au Haut	Isle Au Haut
Jackman	Jackman Regions
Jonesport	Ocean
Lobster Lake	Spaulding's
Maranacook	Fish & Game
Masardis	Squapan Lake
Meddybemps	Lake Meddybemps
Millinocket	Millinocket Lake Flying Service
Millinocket	Hurd Lake
Milo	Sebec River
Mt. Desert	Mt. Desert (Long Pond)
Munsungun Lake	Bradford Camps
Naples	Bove's
Naples	Irving's
Newport	Sebasticook
Norcross	Buckhorn Camp
North Livermore	Long Pond
North Turner	Bear Pond
North Windham	Little Sebago

City, Town or Lake

Norway  
 Ogontz (Moosehead Lake)  
 Old Town  
 Patten  
 Patten  
 Pittsfield  
 Portage Lake  
 Presque Isle  
 Princeton  
 Readfield  
 Rockland  
 St. Francis  
 St. John  
 Scarborough  
 Sidney  
 Tenants Harbor  
 Turner  
 Van Buren  
 Wayne  
 Winslow  
 Winterville  
 Winthrop  
 Wiscasset

Seaplane Bases

Norway  
 Camp Caribou  
 Old Town  
 Shin Pond (Arthur M. Augustine)  
 Shin Pond (Elmer Wilson)  
 Douglas Pond  
 Portage Lake  
 Presque Isle Stream  
 Princeton  
 Torsey Pond  
 Chickawaukie Lake  
 Bourgoin  
 Daigle  
 Willowdale  
 Goodhue  
 Lehtinen  
 Twitchell's  
 Van Buren  
 Wayne  
 Slugunde  
 Northland Airways  
 Norcross  
 Harrison's

NATIONAL AIRPORT PLAN

The purpose of the National Airport Plan is to match State and 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 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 received in the State of Maine for the fiscal years of 1952 and 1953 amount to \$76,255.89.

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



resulting in six deaths were recorded in the State for 1950-51 compared to four fatal accidents involving five deaths and one aircraft with pilot missing and unaccounted for in 1952-53. In the fatal accidents for this period, inexperience with unfavorable weather conditions, pilot judgment, low acrobatics and one pilot presumably flying under the influence of intoxicating liquor have been contributing factors. One accident was not definitely determined but was assumed to have been due to a sudden and unexpected illness of the pilot.

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.

The Commission believes that fatal aircraft accidents will be further reduced as air safety education progresses, and local, municipal and State law enforcement agencies become familiar with the Maine Aeronautics Act.

#### AIR MARKING

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 air marking in such a manner and in such amounts as it shall deem equitable. The Commission is continuing in this work to such extent as to satisfy the needs of the State.

Recently, through the cooperation of the Civil Air Patrol, two markers were completed - one at Gorham and one at Saco.

#### FLIGHT SCHOOLS

In 1952 thirteen 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.

## MAINE AIRPORTS

Approximately eighty-five percent of the total population of Maine live within a 20-mile radius of a hard surfaced runway airport, while fifty percent of our population live in cities which now have airports or landing areas. At the present time Northeast Airlines is the only airline serving the State and it is hoped that in the near future Northeast Airlines will be in a position to offer a complete service from Maine to Florida.

Maine is very favorably situated with respect to large airports for major airline operations with the notable exception of Portland Municipal Airport. The Maine Aeronautics Commission realizing the need for a major airline terminal at Portland, introduced a bill in the 96th Legislature under Legislative Document No. 813 for the necessary improvements.

Statement of facts as follows:

"The present airport cannot be used by the large aircraft now in use by major airlines and cargo carriers. Therefore, the entire state airway system in Maine is dependent upon the construction of a new east-west runway; strengthening of the present north-south runway and construction of the taxi ways at Portland. Construction of such facilities in accordance with the master plan prepared by the Civil Aeronautics Administration, approved by the Maine Aeronautics Commission and meeting the recommendations of the President's Doolittle Committee, will give Maine a terminal airport for airlines, cargo carriers and feeder line systems serving the entire state. The CAA has indicated its willingness to spend \$1,004,000 as the federal share of the project. The city of Portland has agreed to acquire approximately 120 acres of land as its preliminary share of the project."

The Legislature, recognizing the need for this construction, appropriated \$250,000 as the State's share of the improvement cost. The city of Portland, together with several surrounding communities, had tentatively made plans for their matching share of the construction cost when the Federal funds available under the Federal Airport Act, which were to provide 50% of all construction costs, were frozen and to date have not been made available.



## FIFTIETH ANNIVERSARY OF POWERED FLIGHT

For the observance of the 50th Anniversary of Powered Flight, General James Doolittle appointed Governor Burton M. Cross Honorary Chairman. On November 13, 1953 Governor Cross appointed Lucille M. Dingley of the Maine Aeronautics Commission, Chairman of the State Committee for the observance of the 50th Anniversary of Powered Flight. A concentrated program was prepared for the final week of the celebration ending December 17th and was carried out throughout the State.

Open house was held at Dow and Presque Isle Air Force Bases climaxed by a jet ride for Captain Harry M. Jones, formerly from Old Orchard, Maine, who is Maine's oldest pilot. In Portland and Bangor aviation dinners were sponsored by local organizations. Governor Cross was principal speaker at the Portland dinner which was attended by some two hundred people. Captain G. G. Price, Commanding Officer of the Brunswick Naval Air Station was toastmaster. Captain Harry M. Jones, who was flown to Portland for the occasion in the Aeronautics Commission airplane, was a guest speaker.

### STATE AIRPLANE

The Stinson Station Wagon owned by the Commission since 1948 was traded and replaced by a new Beechcraft Bonanza delivered in August of 1953. The Bonanza has proved very satisfactory. In addition to business of the Commission, it has been used extensively by the Governor and personnel of the Executive Department.

## PUBLICATIONS

### MAINE AIR COMMENT

"Maine Air Comment", the official publication of the Commission, completed the third year of its publication in December 1953. National, State and local items pertaining to aeronautics are now circulated to more than 1800 Maine pilots, aircraft owners and interested persons.

### MAINE AIR SERVICE GUIDE

The Maine Air Service Guide 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 is still available. 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 96th Legislature.

AN ACT to Clarify the Aviation Laws.

H.P. 451 L.D. 446 Chapter 56

AN ACT Relating to Registration Certificates for Airmen, Aircraft and Air Carriers.

H.P. 452 L.D. 447 Chapter 57

AN ACT Relating to Exemptions for Non-Resident Airmen.

H.P. 453 L.D. 448 Chapter 58

AN ACT Relating to Exemptions for Non-Resident Aircraft.

H.P. 454 L.D. 449 Chapter 59

AN ACT Clarifying the Excise Tax on Aircraft.

H.P. 439 L.D. 483 Chapter 190

RESOLVE, Providing for Certain Construction at Portland Municipal Airport.

S.P. 553 L.D. 1486 Chapter 127

RESOLVE, Providing for Expenditures on Airports.

S.P. 581 L.D. 1521 Chapter 131

## AVIATION ORGANIZATIONS

THE MAINE AIR NATIONAL GUARD  
Colonel Philip E. Tukey, Jr.

Upon its return from active military service on 1 November 1952, the 101st Fighter-Interceptor Wing was faced with a virtually complete reorganization job. We had few personnel and only a handful of aircraft. The facilities granted us at rapidly expanding Dow Air Force Base were minimum and even less adequate than we enjoyed at the time of our initial organization in 1947. Furthermore, many policies incident to the return of the Air National Guard to the state had not been firmed. The outlook, in spite of our enthusiasm and optimism, was somewhat bleak.

Now, some fifteen months later, we can say that the "show is on the road". Our serious problems have been solved and we can face the future with confidence. Our personnel strength now exceeds 500 and we are daily exerting every effort to further acquaint the people of Eastern Maine with the Air National Guard. We hope that this will continue to bring a steady flow of manpower to our doorstep.

We can look forward to new facilities. It is expected that construction will commence this spring and the entire project will cost in excess of \$1,500,000. Most noteworthy will be a large modern hangar with associated parking ramps. This hangar will provide ample floor space for aircraft maintenance as well as space for shops, offices, ready rooms, etc., required for the support of our tactical unit, the 132nd Fighter-Interceptor Squadron. Also included are a new warehouse building and a motor vehicle service shop.

Our present primary aircraft equipment consists of obsolete F-51 fighters, along with training and support T-6's and a C-47. We have recently accepted delivery on a new T-33 two-place jet trainer, a most welcome addition to our inventory. Another is expected shortly. This is the first step toward modern jet equipment. The 132nd Squadron is scheduled to be equipped with F-94 all-weather fighters. These are two-place, radar equipped aircraft with which we will train as part of the continental air defense of the United States.

Perhaps one of the most interesting phases of our present program is that of securing young men to train as Aviation Cadets for pilot and observer duty with the Air National Guard. Through this unique plan, applicants who qualify are sent to a course of training at a regular Air Force flying school under the Air National Guard quota. Upon successful completion of the training, the man wins his wings and receives a commission. Instead of reporting for active duty with the U. S. Air Force, he is returned to his Air National Guard unit for crew duty. It is to be noted that the proposed assignment of the F-94 aircraft creates a need for radar observers as well as pilots, so recently it was necessary to expand recruiting to interest men in training for this important crew position. To date, over twenty young men have entered these two courses of training. This program will assure us a supply of younger pilots to replace those who have remained on active duty with the Air Force and to combat the advancing age of our World War II pilots. This training presents an outstanding opportunity for the younger men of Maine.

It looks as if the Air National Guard will be an even more familiar sight on the Maine aviation scene.

MAINE AVIATION TRADES ASSOCIATION  
William L. Perry, Pres.

The Maine Aviation Trades Association is an active state-wide organization organized solely for the purpose of promoting aviation in the State of Maine and the United States as a whole. The Maine Chapter is affiliated with the National Aviation Trades Association and has contributed financial and personal support to promote aviation throughout the entire country.

The Aviation Trades Association backbone is the operators and closely related interests in the State of Maine. There is held an annual meeting at which time officers and directors are duly elected. Business problems are discussed and anything that may help promote aviation is vigorously supported.

The Maine Chapter was incorporated in 1946 and has been working ever since toward the ultimate goal of enlarged uses for airplanes and a greater safety factor for all persons taking part.

The last meeting was held in Old Town, Maine, on April 24, 1953 with William Perry of Augusta elected President; Marion Dufour of Augusta, Secretary, and Kenneth DeWitt of Old Town, Treasurer. There were fourteen (14) operators present plus other persons interested in promoting aviation, and this included the Chairman and Director of the Maine Aeronautics Commission. These operators and other interested persons have paid their annual dues to date, which has helped to finance the National Organization and in turn helped the Maine Industry.

It is hoped that this organization will continue its cooperation and support of the National Association, the Maine Aeronautics Commission and any other organization working toward the same goal.

MAINE WING CIVIL AIR PATROL  
Colonel Winfield A. Ramsdell

The Maine Wing Civil Air Patrol during 1952 and 1953 made good progress carrying out its three phases of its program, Search & Rescue, Communications & Cadets, under the command of Wing Commander Col. Winfield A. Ramsdell and his staff.

Search & Rescue has been very active during the past two years through actual search missions and also training missions. Thirteen CAP planes and about 70 CAP members took part in searching the Northern Maine Woods for two missing Canadian fighter planes in January, 1952, and in November, 1953, CAP planes flew approximately 150 sorties and 270 hours searching for a lost CAP pilot and plane in the Old Town-Princeton woods. Various other squadron searches took place in search for lost persons. Civil Air Patrol members in the Maine Wing have worked with the Civil Defense and Red Cross in fire and flood disasters. Each year a SARCAP (Search & Rescue - CAP) training mission is put on under the supervision of the Air Rescue Service, USAF from Westover AF Base, giving CAP personnel the problem of search and each year our Wing has been ranked high in its proficiency by the ARS.

Communications via radio in our Wing has been progressing and enlarging continuously since it was put into operation some five years ago. At the end of 1953 the Maine Wing was proclaimed by the Director of Communications at National CAP Headquarters, Washington, D. C., as having an outstanding communications system and ranking number one among the 52 Wings throughout the United States and its territories. The frequencies given to us by the Air Force and licensed through the F.C.C. were in the high frequencies and the very high frequency field. The Maine Wing chose the V.H.F. frequency for the bulk of their communication work and have made great strides experimenting and developing this state-wide network as it is practically free from the other Wings' interference, and at the end of 1953 there were licensed -- 100 fixed radio stations, 129 radio cars, and 10 airplanes with VHF radios. The radio cars and planes have worked out very proficiently especially in disaster and search missions, being quickly moved to any part of the state.

The Cadet program, dealing with the young men and girls of the ages 15 through 18, instructing them in the ground work in aviation subjects (not teaching actual flying instruction in the air) is one of the most important phases. These young folks on a volunteer basis receive valuable instruction which helps them if they desire to enlist in the Air Force later and, on completion of studies, receive a certificate signed by Major Gen. Lucas V. Beau, USAF National CAP Commander to the effect qualifying them to enter as Airman Third Class on enlistment. Each year there is an encampment for the Cadets at some Air Force Base, the last two years have been at Grenier AFB in New Hampshire. This year it will be at Limestone AFB. Cadets are screened each year and appointed by National CAP Headquarters to fly in Air Force planes to some foreign country in conjunction with the Cadet Exchange Program. In 1952 one Cadet went to England, another to Brazil, and an escort to Holland. In 1953 one visited England and another to Mexico. And the same year, the Maine Wing entertained the Mexican Exchange Cadets for nine days. Two of our former Cadets have recently been appointed to West Point.

"The Wing-Over", the official CAP Wing magazine has a circulation of over 600 to its 17 squadrons throughout the state. Also two weekly CAP (15 min.) radio programs, one over WGAN Portland, and the other over WGUY Bangor, have been in operation for the past two years.

Data on CAP personnel for 1952 and 1953 at the end of each year.

Seniors	303	411
Cadets	293	451
Pilots	79	78
Observers	13	15
CAP planes on loan from AF	8	9
Private planes owned by CAP members		17

EASTERN MAINE AERO ASSOCIATION  
Manning Hobbs, President

The Eastern Maine Aero Association is now commencing its sixth year as a highly successful organization of pilots and aviation enthusiasts in eastern Maine.

The association was formed in 1949 under the able guidance of Lyndon Fletcher, the Aero Club's first President. Dedicated to the advancement of all phases of civil aviation, the Eastern Maine Aero Association is now the largest active aero club in the state. From a charter membership of seven, the group has grown to a present membership of seventy.

The association holds its meetings on the first Wednesday of each month. Members are kept informed as to the meeting place through a monthly news letter. The letter, edited by Lyndon Fletcher, has a fundamental purpose of keeping members advised on current club activities and new aviation developments.

Of high interest to the association is its Air-Search and Rescue program. The members are willing at all times to answer the call to aid, in any way possible, any pilot or person who is distressed. The club possesses a survival drop kit containing all possible necessities to help enable a downed pilot to survive until ground parties can reach him.

During the past two years the Eastern Maine Aero Association has maintained the interest of its members through many special activities and social events.

Field days, highlighted by competitive events; such as, spot landing contest, bomb dropping and air searches, prove to be very popular with the members and also give pilots a chance to improve their flying skill. Outlying airports; such as, Winterport, Belfast and Greenville are popular towns for these events.

Breakfast and Dinner flights are another key note of the Aero club's activities. Such flights do much to stimulate the interest of pilots and their friends.

Perhaps the largest and most successful social function held by the association during the past two years was the dinner commemorating the 50th Anniversary of Powered Flight on December 17, 1953. The dinner, which was attended by nearly 150 members and friends, was held at the Penobscot Hotel, Bangor, on the evening of the 17th. The affair was well represented by both military and civilian branches of aviation. Senator Haskell of Bangor was the toastmaster. Major John Porter of Dow Air Force Base, who was the principal speaker, highlighted the past 50 years of aviation with a very interesting talk. Representing Naval Aviation was Lieut. Commander R. D. Larson of the Brunswick Naval Air Station.

In coming years the Eastern Maine Aero Association, with the cooperation and help of all concerned, will try to the utmost to encourage and aid aviation in the State of Maine.