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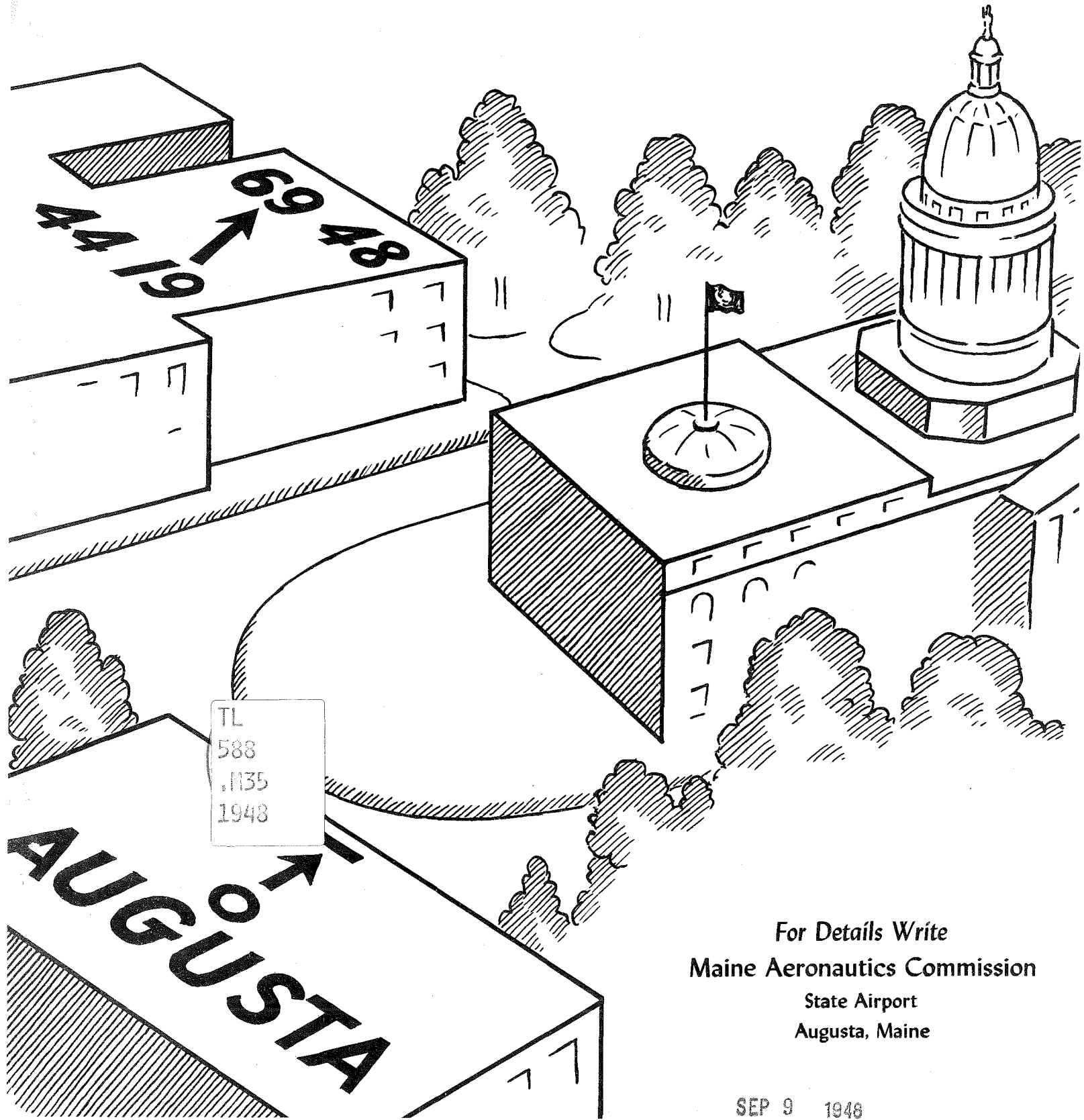
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"AIR MARK THE STATE IN '48"

AIR MARKING INFORMATION

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INTRODUCTION

This pamphlet has been prepared by the Maine Aeronautics Commission to inform interested individuals and organizations of the advantages and benefits to be derived from air marking all communities in Maine.

Marking of air routes is now in the same relative stage of development as was highway marking 40 years ago. With the advent of good roads--and adequate road signs--automobiles came into general "cross country" use. Similarly, adequate marking of the highways of the skies will encourage more widespread use of private airplanes for business and recreation.

Because air marking has never been provided generally, the average pilot thinks of a cross country flight as a major undertaking involving the intricacies of navigation and the danger of becoming lost. With every town adequately air marked, aviation becomes as simple and pleasant as driving along a highway, and it will rarely be necessary for a pilot to land for orientation. Moreover he will find frequent directions to the nearest good airport.

Air marking is not an expensive program. Many communities have constructed standard markers conforming to specifications set up by the Civil Aeronautics Administration, for less than \$30 in cash outlay. The information contained in the following pages will help you to put your community on the air map of Maine.

TO ASSIST IN STIMULATING INTEREST IN AIR MARKING IT IS SUGGESTED THAT YOU DETACH THE COVER OF THIS PAMPHLET AND POST IN A CONSPICUOUS PLACE.

WHAT IS AIR MARKING?

The sample air marker depicted on the cover of this pamphlet shows the information making up a standard "air sign". It includes:

1. The name of the community.
2. The longitude and latitude of the site, separated by an arrow indicating distance and direction to the nearest established airport.

VALUE TO THE COMMUNITY

1. Air marking offers an inexpensive means of advertising the community to the air traveler. On January 1, 1948, there were 629 registered civilian aircraft in Maine, an increase of 21 percent in a 12-month period. Pilots of these airplanes, and their families, represent a substantial and constantly increasing element of the traveling public which no community should ignore.

2. Visiting aircraft landing at the community airport mean outside dollars flowing into local trade channels. In addition to revenue at the airport itself from sale of gasoline, parts and accessories, storage charges and other items, air visitors will patronize taxis, buses, motels, hotels, restaurants, sporting goods stores, and other businesses. Surveys show that of every dollar expended in a community by a visiting pilot, seventy-five cents is spent in the city and twenty-five cents at the airport. Air marking will call the attention of pilots to the community, and many will land at airports which they otherwise might not have noticed.

3. Communities which otherwise would be too small to appear on air maps are nevertheless indicated on these maps if they are air marked. This will prove of particular value to small communities located in the vicinity of parks, monuments, resorts, hunting and fishing areas and other vacation spots.

4. In addition to purely local benefits, complete air marking throughout the State will demonstrate to the flying public that Maine is one of the leading states in sponsorship of progressive measures for the advancement of aviation.

ADVANTAGES OF AIR MARKING TO THE PILOT

1. Probably the greatest danger to the private pilot on a cross country flight is the possibility of becoming lost. With the aid of air markers located in every community, this danger is to a great extent eliminated.

2. Air marking has been an outstanding means of saving lives and preventing damage to aircraft through reduction of the number of forced landings caused by pilots being unable to find an airport and running out of fuel. The probability of saving lives--even a single life--justifies in itself the establishment of air markers throughout the State.

3. Air marking throughout the State will mean greater utility for the personal plane by simplifying navigation and making it feasible for pilots with limited experience to make cross-country flights. The resulting simplification of aviation will prove a great impetus to personal flying.

AIR MARKING ALONG ESTABLISHED SKYWAYS

Many communities in Maine lie within the Skyway system now proposed by the Civil Aeronautics Administration. The Skyways will, in general, cover 40-mile strips paralleling the principal highway arteries of the State. Those already established include Skyway 1, from Los Angeles to Washington, D. C. It has been proposed to continue this Skyway to Caribou.

The term "Skyway" connotes air marking. Skyways without air markers simply cannot exist and may be compared to highways without road signs. The success of the Skyway program, which has as a major objective the channeling of private flying along well defined routes, depends upon the extent of cooperation extended by the local communities concerned in establishing suitable air marking.

Communities along a Skyway may include in their markers, in addition to the other specified information, the Skyway symbol, consisting of a circle and wings with the Skyway number in the center.

IMPORTANCE OF MARKING OUTSIDE THE SKYWAYS

Air markers outside the designated Skyways are probably the most essential for safe navigation of private aircraft, since pilots are more likely to become lost off the well defined air routes. The Skyways will by no means cover all the main routes of air travel in the State, and it is the hope of the Maine Aeronautics Commission to make air marking a truly statewide program. Of all communities, those in the more remote areas can perform the greatest service to pilots by erecting air markers.

HOW TO GET STARTED

While state funds are not available for air marking, it should not be difficult to obtain the small amount of money required from local sources. Paint is the principal item of expense, and normally will cost between \$25 and \$50 for a standard marker, depending upon the type of roof surface.

In some communities the necessary funds have been contributed by Lions, Rotary, 20-30, Kiwanis clubs or other service organizations. A single public spirited citizen or firm may be willing to contribute the entire amount. In some cases, the necessary money is being provided from the airport budget, since the airport will derive the greatest benefit from air marking.

HOW TO GET THE PAINTING DONE

Boy Scout councils and units throughout the State, as one of their major nation-wide projects for 1948, will cooperate with local groups in laying out and painting air markers. Air Scout units will be particularly helpful in this work. The Scout organizations ordinarily will not seek to promote the installation of a marker, but will assist any sponsor to the best of their ability by providing the labor of installation.

Members of service organizations, particularly 20-30 clubs, and women's flying groups, such as the "Ninety-Nines", have in many cases contributed their time and effort to the actual layout and painting work. There are other groups which have assisted materially in the program and will do so in the future. The person receiving this pamphlet will perform a service to his community by seeing that it is called to the attention of a local group who will follow through with a marking project.

DETAILS OF AIR MARKING

1. Before undertaking installation of an air marker, a thorough study should be made of the Air Marking Guide, published by the Civil Aeronautics Administration. This publication contains detailed instructions for construction of roof-type air markers. A free copy may be obtained by writing the Maine Aeronautics Commission, State Airport, Augusta, Maine.

2. Two different types of symbols are used to indicate distance and direction to nearby airports, as follows:

- (a) An airport having at least one hard-surfaced runway 3,000 feet in length is indicated by an arrow enclosing the name of the airport and pointing toward it, with the distance in miles at the head of the arrow. In case the name of the town and the name of the airport are the same, the name of the town may be omitted from the marker--the name of the airport in the shaft of the arrow being sufficient.
- (b) An airport not meeting the above requirements is indicated by a circle with an arrow pointing to the airport, with the distance in miles at the head of the arrow. In this case, the name of the airport is not included in the symbol.

3. A letter size of 10 to 20 feet for markers constructed on roofs is recommended. Large letters (20 feet) are naturally easier to read, and are legible from higher altitudes. The largest practicable letters, within the limits of the roof, should be used. Two or more adjoining roofs may be utilized, if necessary to complete the prescribed symbols.

4. A "roof release" (permission in writing from the owner) should be obtained prior to installation of the marker. A sample release is contained in the Air Marking Guide.

5. Templates or patterns with which outlines of letters and numerals can be drawn are of considerable assistance and reduce the amount of work required in laying out a marker. The Air Marking Guide includes information regarding the making of templates.

6. Standard colors for a marker are yellow and black--yellow letters and numerals with a black background or border. The yellow paint should be chrome yellow (a good grade of yellow highway paint), Federal Specifications TT - P - 53. If not painted on an existing black background, it is recommended that black paint conforming to Federal Specifications TT - P - 61 be used for background or border.

7. The Maine Aeronautics Commission hopes to have all communities establish standard air markers. If, however, it is impossible to construct a standard marker because of a lack of roof space or funds, the painting of the community name alone is heartily encouraged. Later an airport symbol can be added and, perhaps still later, the latitude and longitude markings.

8. Each community installing a standard air marker will have its name underlined in magenta on aeronautical sectional maps used by pilots, after the marker has been flight checked by the C.A.A. A community constructing a marker that does not meet C.A.A. standards will be designated by name (but not underlined) on aeronautical maps, if not so designated at present. Thus, any legible marker will at least put your town on the air map.

INFORM THE COMMISSION

Upon completion of an air marker, please notify the Maine Aeronautics Commission immediately. The Commission in turn will advise the C.A.A. and ask that the marker be flight checked. In order that complete records may be maintained and so that the C.A.A. will not be asked to check other than standard markers, please indicate in your report which of the following are included in the marker:

1. Name of community?
2. Latitude and longitude separated by the true north arrow?
3. Arrow indicating direction to airport and enclosing name of airport with distance in numerals at head of arrow; or circle with arrow pointing toward airport with distance in numerals at head of arrow?

The Commission will soon publish an Airmen's Guide to Maine. So that this publication may be as complete and useful as possible, it is imperative that current data on air markers be maintained in the Commission's offices. Therefore, the cooperation of all communities in this matter is urgently and sincerely requested. It is also desired that information on the cost of the work be submitted to the Commission, broken down into the following classifications:

1. Material
2. Labor (if paid for)
3. Other (if any)

OTHER TYPES OF AIR MARKERS

In addition to roof markers, other types of markers can be constructed. This pamphlet deals only with roof markers since they are the least expensive and most easily constructed. Anyone interested in other types can receive the necessary information by writing the Maine Aeronautics Commission, State Airport, Augusta, Maine.

IF YOU OR YOUR ORGANIZATION CANNOT AID IN THIS WORK, PLEASE PASS THIS PAMPHLET ON TO AN INTERESTED PERSON, ORGANIZATION OR CORPORATION THAT WILL ASSIST IN PROVIDING AN AIR MARKER FOR YOUR COMMUNITY.