SECOND ANNUAL PROGRESS REPORT
OF THE COMMITTEE FOR AERONAUTICS
OF THE COMMONWEALTH OF MASSACHUSETTS

BOSTON, MASSACHUSETTS
1937
SECOND ANNUAL PROGRESS REPORT OF THE COMMITTEE FOR AERONAUTICS OF THE COMMONWEALTH OF MASSACHUSETTS

PUBLISHED BY THE COMMITTEE FOR AERONAUTICS ROOM 3A STATE HOUSE BOSTON MASS. AS A REPORT ON PROJECT NO. 13688 CONDUCTED UNDER THE AUSPICES OF THE WORKS PROGRESS ADMINISTRATION 1937

Publication of this Document approved by the Commission on Administration and Finance

500-2-38. No. 3219
Mass Committee for Aeronautics
Mar. 30, 1935
In reply refer to Subject No.

MEMBERS
The Adjutant General, Chairman
The Commissioner of Public Works
The Chairman, Commission on Administration and Finance
Technical Adviser on Aeronautics

His Excellency
Hon. Charles F. Hurley,
Governor of
The Commonwealth of Massachusetts,
State House,
Boston, Massachusetts.

Dear Sir:

In compliance with the Provisions of the Executive Act of the Governor as of September 7th, 1935, establishing The Committee For Aeronautics of the Commonwealth of Massachusetts, I have the honor to transmit herewith the Second Annual Progress Report of the Committee, covering the Calendar Year 1937.

Very truly yours,

[Signature]

CHARLES H. COLE,
Brig. Gen., Mass. N. G., Ret.,
The Adjutant General,
Chairman, Committee For Aeronautics.

February 7th, 1938.
ALL COMMUNICATIONS SHOULD BE ADDRESSED TO COMMITTEE FOR AERONAUTICS

COMMITTEE FOR AERONAUTICS
OF
THE COMMONWEALTH OF MASSACHUSETTS
ROOM 3
STATE HOUSE, BOSTON

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The Adjutant General, Chairman
The Commissioner of Public Works
The Chairman, Commission on Administration and Finance
Technical Adviser on Aeronautics

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THE COMMISSIONER OF PUBLIC WORKS.

HON. CHARLES P. HOWARD,
THE CHAIRMAN, COMMISSION ON ADMINISTRATION AND FINANCE.

COL. STEDMAN SHUMWAY HANKS,
TECHNICAL ADVISER.
ALL COMMUNICATIONS SHOULD BE ADDRESSED TO COMMITTEE FOR AERONAUTICS

COMMITTEE FOR AERONAUTICS
OF
THE COMMONWEALTH OF MASSACHUSETTS
ROOM 3
STATE HOUSE, BOSTON

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Leroy P. Henderson
Thomas I. Broughton

CLERKS
Daniel A. Cahill
Francis M. McGinn
Irving Rubin
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- Framingham
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- Hingham
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- Lawrence
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INTRODUCTION

The Committee For Aeronautics, appointed by the Governor of The Commonwealth on September 7th, 1935, for the purpose of directing the use of Federal Work Funds for Aeronautic Projects, presented in January 1937 its first report on the progress of Aviation in Massachusetts during 1936. The work of compiling further information that will be of assistance to those charged with the development of Aviation in Massachusetts has again been carried on under the supervision of the Committee.

In formulating a program for 1937 the Committee decided to depart from its previous procedure, because it felt that Aeronautical progress in the Commonwealth made it not only desirable, but necessary, to take stock of present facilities in order to determine their potential value with a view to future development.

According to figures furnished by aircraft manufacturers the airplane of the near future will necessitate airports with runways much longer than those now available on the majority of the existing airports. A demand for increased radio and lighting facilities has become urgent. Weather data will require more extended dissemination. All of these factors point to the need of planned development. The Committee For Aeronautics, sensing this need, decided that the 1937 program should furnish all interested parties with such information in reference to existing facilities as the time and money at its disposal would permit.

The program as set forth is as follows:-

1. Study of existing airports and facilities.
2. Study of the Metropolitan Boston Area with a view toward establishing one or more sites which could be developed as a secondary airport to the Boston Municipal Airport.
3. A compilation of meteorological data as an aid to potential airport development.
4. A compilation of data pertaining to New England radio broadcasting stations as an aid to aerial navigation.
5. A compilation of data with reference to obstructions in the line of approach to the Boston Municipal Airport.
6. Recommendations to meet anticipated future development.
Lack of funds prevented the completion of the foregoing program as it was found that the location of a site suitable for the construction of a secondary airport within or near the Boston Metropolitan Area is an item that requires further study. So many considerations enter into this problem that the Committee feels more time is necessary to properly evaluate the information which has been secured.

During the period in which the personnel under the direction of the Committee was engaged in compiling the data used as the basis of this Report, the New England representative of The Bureau of Air Commerce requested the Committee to obtain such information as would be of assistance in revising its publication "Description of Airports and Landing Fields in the United States". The Committee agreed to assist the Bureau of Air Commerce and furnished a transcript of the information compiled by its personnel.

Recently the Federal Government announced the vital need of a comprehensive survey with reference to existing airports and airport facilities, as a preliminary step in a program for the development of airports and ground facilities, so that they will be able to safely accommodate the type of aircraft which will soon be in use on our Commercial Airways.

The Committee For Aeronautics is keeping pace with the plans of the Federal Government with reference to airport planning, and believes that the information contained in this Report will be of some assistance to those who may have a legitimate use for it.

The Committee wishes to gratefully acknowledge the assistance and cooperation it has received from:

Major Clarence M. Hodge, State Supervisor of Aircraft.
Capt. Albert L. Edson, Superintendent of the Boston Airport.
Mr. G. H. Noyes, U. S. Weather Bureau, Boston.
U. S. Bureau of Air Commerce.
Rear Admiral R. R. Waechte, Commandant, U. S. Coast Guard.
American Railway Express Company.
U. S. Post Office Department.
and various Airport Operators throughout the Commonwealth.

Acknowledgment is also made to Fairchild Aviation, Inc., and Rankin Text, Inc., for their assistance with reference to the articles on the Radio Compass and Meteorology respectively.

The Committee For Aeronautics
of
The Commonwealth of Massachusetts.
COMMITTEE FOR AERONAUTICS
COMMONWEALTH OF MASSACHUSETTS
PRESENT AIRPORTS
RADIO BEAMS
AND
METEOROLOGICAL DATA

DATA OBTAINED FROM
U.S. BUREAU OF AIR COMMERCE CHARTS AND
COOPERATIVE STATIONS OF U.S. WEATHER BUREAU

PLATE 1
DEVELOPMENT OF AIR TRANSPORT
DEVELOPMENT OF AIR TRANSPORT

A brief review of the development of air transportation seems to be desirable before proceeding with a discussion of the desirability of plans and programs for Aviation facilities within The Commonwealth.

For convenience in presentation, and also for the purpose of comparison, the review has been treated under two headings:

2. Growth of Air Transport in Massachusetts.

Growth of Air Transport in the United States.

Mileage in Operation

In 1913 the only air transport mileage operating in the United States was 218 miles operated by the United States Post Office Department in mail routes.

In 1926 the total airway mileage of the United States operated air transport routes, including air mail, passenger, express and freight air transports, was 8,404 miles, of which 8,252 miles were within the continental limits of the United States and 152 miles outside of said limits. As of July 1st, 1936, this total had risen to 60,400 miles, of which 28,216 miles were within and 32,184 miles without the aforesaid continental limits. The domestic mileage increased in this single decade over 240 per cent and the non-domestic 21,000 per cent.

Plate No. 2 gives the year by year development of the total mileage of airways from 1927 to July 1st, 1936.

Passengers Carried

In 1926 the domestic airlines carried a total of 5,782 passengers, and in 1936 a total of 1,020,931. The increase here was 17,555 per cent against only 240 per cent increase in line mileage; in 1926 one passenger to each seven-tenths of a mile, and in 1936 a total of 36 passengers per route mile.
Plate No. 3 gives the year-by-year tabulation from 1926 to 1936 of the total passengers carried by air transport lines operating from the United States, both foreign and domestic.

Plate No. 4 shows graphically the variations in costs per passenger mile on air transport lines operating within the United States from 1927 to 1936 inclusive.

Air Mail

In 1918 the airway routes in operation with United States Mail had a total mileage of 218, whereas on July 1st, 1936, the total mileage was 27,460. The increase was 12,500 per cent. In 1918 a total of approximately 18,000 pounds of mail was carried on air routes, and in 1936 the weight of this type of mail had increased 18,324,012 pounds. The increase in this case was 101,700 per cent.

Plate No. 5 shows the variation in the weight of air mail carried by the air transport lines in the United States from 1927 to 1936.

Air Express and Freight

In 1927 the air express and freight carried by domestic scheduled air transport was 45,859 pounds, and in 1936 the amount had reached a total of 8,350,010 pounds, an increase of 18,100 per cent.

Plate No. 6 shows graphically the changes in the weight of air express and freight carried by air from 1927 to 1936.

Growth of Air Transport in Massachusetts.

Mileage in Operation

In 1927 the total mileage of scheduled airways within or passing through Massachusetts was 44, which represented that part of the Boston-New York Airway passing over Massachusetts. In 1936 the total had increased to 257, an increase of 484 per cent. This total does not include the mileage of seasonly operated airlines within the Commonwealth.

Plate No. 7 gives the year-by-year development of the total mileage of airways within the Commonwealth from 1927 to 1936.

Passengers Carried

In 1928 the airlines in operation within or passing through Massachusetts carried a total of 106 passengers. In 1936 this total had increased to 75,985, an increase of 71,600 per cent.
Plate No. 8 gives the year-by-year tabulation from 1928 to 1936 of the total passengers carried by air transport lines operating within or passing through Massachusetts.

Air Mail

In 1926 the scheduled airway routes operating with air mail within or passing through Massachusetts had a total mileage of 44, whereas in 1936 the total was 257, an increase of 584 per cent. In 1926 a total of 4,889 pounds of air mail was carried on air routes operated within or passing through Massachusetts, and in 1936 a total of 240,768 pounds, an increase of 4,800 per cent.

Plate No. 9 shows the variations in the weight of air mail carried by the air transport lines operating within or passing through Massachusetts.

Air Express

In 1928 the air express carried by scheduled airlines operating within or passing through Massachusetts was 1950 pounds, and in 1936 the amount had reached a total of 229,166 pounds, an increase of 11,650 per cent.

Plate No. 10 shows graphically the changes in the weight of air express carried by airlines operating within or passing through Massachusetts from 1928 to 1936.
MILEAGE IN OPERATION
IN THE
UNITED STATES
1927-1936 INCLUSIVE

PLATE 2
PASSENGERS CARRIED
IN
SCHEDULED AIRLINE OPERATIONS
1927—1936
"DOMESTIC" DENOTES WITHIN THE CONTINENTAL LIMITS OF THE U.S.A.
"FOREIGN" DENOTES AMERICAN FLIGHTS TO FOREIGN COUNTRIES.
PASSENGER FARES
IN CENTS PER MILE
ON
U.S. AIR ROUTES
1927-1936 INCLUSIVE

PLATE 4
AIR MAIL
ITS GROWTH
1927-1936 INCLUSIVE

1927
1654,165
POUNDS

1928
4,063,173
POUNDS

1929
7,772,014
POUNDS

1930
8,513,675
POUNDS

1931
9,643,211
POUNDS

1932
7,908,723
POUNDS

1933
7,816,532
POUNDS

1934
7,871,889
POUNDS

1935
13,779,608
POUNDS

1936
18,324,012
POUNDS
AIR EXPRESS & FREIGHT
IN UNITED STATES 1927-1936 INCLUSIVE
MILEAGE IN OPERATION
IN MASSACHUSETTS
1926-1936 INCLUSIVE

<table>
<thead>
<tr>
<th>Year</th>
<th>Mileage</th>
</tr>
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<tr>
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<td>50</td>
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<tr>
<td>1931</td>
<td>50</td>
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<tr>
<td>1932</td>
<td>50</td>
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<tr>
<td>1933</td>
<td>400</td>
</tr>
<tr>
<td>1934</td>
<td>350</td>
</tr>
<tr>
<td>1935</td>
<td>300</td>
</tr>
<tr>
<td>1936</td>
<td>250</td>
</tr>
</tbody>
</table>

PLATE 7
INCOMING AND OUTGOING

AIR MAIL

OF MASSACHUSETTS

HANDLED THROUGH BOSTON AIRPORT

1926 - 1936 INCLUSIVE

PLATE 9
AIR EXPRESS CARRIED
IN
SCHEDULED AIRLINE OPERATIONS
1928 - 1936
IN
MASSACHUSETTS

LBS.
240000

210000

180000

150000

120000

90000

60000

30000

1928  1929  1930  1931  1932  1933  1934  1935  1936

EXCLUDES BOSTON-PORT WORTH FLIGHTS

PLATE 10
COMMITTEE FOR AERONAUTICS
COMMONWEALTH OF MASSACHUSETTS

AIRLINE SCHEDULES
AS OF OCT. 1 1933

DATA OBTAINED FROM
U.S. AIR COMMERCE BULLETINS

PLATE 12
COMMITTEE FOR AERONAUTICS
COMMONWEALTH OF MASSACHUSETTS

AIRLINE SCHEDULES
AS OF NOV. 1 1937

DATA OBTAINED FROM
U.S. AIR COMMERCE BULLETIN

PLATE 13
Areas served by existing Massachusetts airports within an eight mile radius.
FACT FINDING SURVEY
PART I

METEOROLOGICAL STUDY

A knowledge of Meteorology, the science of the Atmosphere, is essential not only to the airman, but also to those in charge of airport development. A practical knowledge of meteorological elements, their varied conditions and changes, together with the cause of such changes, are likewise necessary in order that they may avoid unfavorable weather and take advantage of that which is favorable.

With reference to the above, it should be borne in mind that the more generally observed meteorological elements are temperature, pressure, wind, evaporation, humidity, condensation, cloudiness, precipitation and visibility. All these elements are affected by heat from the sun.

The relation of one of these elements to another is more or less complicated. In addition to being affected by heat from the sun they are likewise affected, to a lesser degree, by topography and the rotation of the earth.

The following graph will serve to illustrate the ordinary relation of the elements:

```
  TEMPERATURE
    /      \
  \   /     \   /
   \ /      \ /
    |       |
  PRESSURE  EVAPORATION  CONDENSATION
    |       |          |
    \      |          |
     \     |          |
      \    |          |
       \   |          |
        \  |          |
         \|          |
          WIND      HUMIDITY      CLOUDINESS      PRECIPITATION
```

Sunshine or the lack of it affects temperature, temperature affects pressure, pressure affects wind, temperature affects evaporation, evaporation affects humidity, temperature affects condensation, condensation affects cloudiness and precipitation, temperature, cloudiness and precipitation affect visibility. (Smoke and dust particles also affect visibility).

It might be asserted that temperature is the predominant element and that it is the primary cause of all meteorological conditions.

As has been previously stated the study of Meteorology is a
science within itself and as the text of this Report in general deals with the present status of airports and landing fields and the possibility and necessity of enlarging or improving such airports and landing fields, we shall confine this section of the Report to such meteorological elements as have a direct bearing upon the successful operation of airports and landing fields, and their possible extension or improvement.

It will be noted in a following section of this Report (Part IV) that a list of meteorological data is submitted for each individual airport. This list contains data pertaining to such meteorological elements as wind, precipitation and temperature, and it is with these elements and their effects upon the successful operation and possible enlargement of the airports and landing fields that we are concerned.

WIND

It is a known fact that pressure depends primarily on temperature, and all winds are the result of inequalities in pressure; winds are divided into many classes and therefore we shall discuss only those having an immediate bearing on the operation, layout or expansion of airports and landing fields, viz: - Local Land and Sea Winds, and Anabatic and Katabatic Winds, more commonly called Mountain and Valley Winds.

Local Land and Sea Winds

The general circulation, as here outlined very briefly, is subject to interruptions of various causes. In the first place the northward and southward movement of the high and low pressure belts with the seasons, results in material changes of wind directions in some areas.

The corresponding changes or interruptions in the general circulation, however, are due to unequal heating of land and water surfaces, and consequent inequalities in pressure over oceans and continents. Winds have a decided tendency to blow out from continents in Winter and toward the interior of continents in Summer.

Not only do we find seasonal changes in land and sea winds, but there are daily changes also. Along the seashore there is a tendency for wind to blow shoreward during the day and seaward during the night.

Anabatic and Katabatic Winds

When the lower layers of air are cooled at night, the cool air, which is heavier than the air above, drains into the low places; in the daytime when lower layers are overheated there is a tendency for this warm air to blow up the slope, being displaced at the ground by the cooler, heavier air from above. This interchange of air is manifest in mountain and valley breezes, blowing up the valley or slope
during the day when the air begins to expand along the entire slope, or mountain side, due to heating of the surface layer of air by sunshine. These winds are called ANABATIC winds. In narrow mountain valleys these winds are very noticeable in the daytime, during the Summer, and this principle is a factor in wind direction in all mountainous districts.

Under certain atmospheric conditions a breeze may blow down the slope. This is caused by the surface layer of air being cooled more rapidly than the upper layers, and this cool heavy air is gravitating to the lowest point in the valley. This downward type of wind is a KATABATIC wind.

In fact, any wind which is caused by a heavy colder air gravitating off high ground may properly be termed a Katabatic wind.

Extremely low temperature over an elevated plateau may result in the density of the air at that particular point being increased considerably, due to contraction. Should this occur, a mass of heavy cold air may gravitate downward toward the lower levels of the valley, or coast line. This type of wind usually attains a high velocity. Well defined Katabatic winds may occur in any mountainous district during cold weather under certain atmospheric conditions.

These winds may have no relation to the general atmospheric pressure. Their existence is due principally to the extreme heating of the surface layers of air in the low lands, or to the extreme cooling of the surface layers of air over high plateaus or elevated ground. Attention should be drawn at this time to the general effect of topography on winds in general, whereby the friction of wind on rough high surfaces tends to slow down the wind movement, so that in the lower levels, winds over the land do not reach the velocity of those experienced over the sea.

Mountain ranges not only reduce wind velocity, but may also affect the direction.

From the foregoing it can be readily observed that wind, with reference to its direction and velocity, is at best an unstable element, and for that reason is an important factor in the successful landing and taking off of aircraft, for whenever possible it is to the advantage of the operation of aircraft to land and take off into the wind. In the laying out of airports and landing fields a correct wind rose is obviously of paramount importance, in order that the runways may be constructed so that their direction will conform to the direction of the prevailing winds.

There have been wind roses assembled in the past for various airport and landing field locations in Massachusetts which are incorrect, mainly because the data was collected from within the city limits and not at the airport site, for the reason that there were no airports at the time the observations were taken.

With these facts in mind The Committee For Aeronautics,
through its Research Project, has collected wind data from the majority of the cooperative weather stations in Massachusetts, and has assembled a wind rose for each of the airport and potential airport areas within the Commonwealth, as shown on Plates 17, 18, 19 and 20.

It is to be remembered that in many instances the statement made heretofore with reference to the location from which the wind rose data was collected, still holds true, for as will be seen from a study of the contents of Part IV it was impossible to collect wind data at most of the individual sites, and consequently much of the data was obtained from the nearest available and reliable source, which was, in some instances, as much as 15 miles distant. It is obvious, therefore, that in many cases, although the data collected will give a fair picture of meteorological conditions in those areas in which it was obtained, it cannot and should not be interpreted as the actual conditions prevalent at the airport site.

From what has been stated it can be readily seen that if a true picture is to be taken, to such a degree as is possible with unstable elements, there is the necessity for further meteorological study, and some provision should be made whereby regular daily observations can be made at all airports, and these observations recorded for the purpose of assembling accurate wind roses and compiling other meteorological data pertinent to the safe operation of aircraft.

TEMPERATURE AND PRECIPITATION

These elements are also of major importance as their effect upon construction problems of any nature are only too well known. The flyer is interested in temperature from the standpoint of his own safety and comfort, and as it affects the working of aircraft engines. In the future, when more freight is carried by airplane, there will be the problem of protecting perishable commodities from damage by extremes of temperature.

Temperature is also of importance in its relation to other elements, for in the temperature of the air is to be found the cause of wind, rain, snow, thunderstorms, etc.

Precipitation can be divided into three forms, namely rain, snow and hail, and their importance with reference to airport and landing field construction or improvement can be classified in that order. The necessity for information relative to these elements in regard to construction is too obvious to require explanation. From the standpoint of the flyer the presence of either of the aforementioned elements is of vital importance, as each has a distinct bearing upon the safe operation of aircraft.

With reference to the wind rose data shown with each individual airport study in Part IV of this Report, it should be remembered that for the Summer wind rose the records for the months of June, July, August and September, were used, and for the Winter wind rose, the
records for December, January, February and March.

Plate Nos. 19 and 20 show the wind rose data for the Boston Municipal Airport, including the annual wind rose and a monthly summary taken over a period of six years.
## Wind Rose Data

**Periods Over Which Observations Were Taken**

<table>
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<td>1924</td>
<td>1936</td>
<td>4748</td>
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<td>11</td>
<td>1926</td>
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<td>3957</td>
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<td>Concord</td>
<td>11</td>
<td>1926</td>
<td>1936</td>
<td>Monthly Summary</td>
</tr>
<tr>
<td>East Boston</td>
<td>6(\frac{1}{2})</td>
<td>1930</td>
<td>1936</td>
<td>2373</td>
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COMMITTEE FOR AERONAUTICS
COMMONWEALTH OF MASSACHUSETTS

WIND ROSE MAP
SHOWING SURFACE WIND DIRECTIONS AND PERCENTAGES AT OR NEAR PRESENT AND PROPOSED AIRPORT LOCATIONS

DATA OBTAINED FROM COOPERATIVE STATIONS OF U.S. WEATHER BUREAU

PLATE 17
WIND ROSES
SHOWING
SUMMER AND WINTER SUMMARIES
AT OR NEAR
PRESENT AND PROPOSED AIRPORT LOCATIONS
DATA OBTAINED FROM
COOPERATIVE STATIONS OF U.S. WEATHER BUREAU

PLATE 18
ANNUAL WIND ROSE
BOSTON MUNICIPAL AIRPORT
EAST BOSTON MASS
DATA FURNISHED BY
U.S. WEATHER BUREAU STATION
EAST BOSTON MASS
JAN. 1, 1930 — AUG. 1, 1936
SCALE 10" = 100%
WIND ROSES
MONTHLY SUMMARY
BOSTON MUNICIPAL AIRPORT
EAST BOSTON MASS
DATA FURNISHED BY
U.S. WEATHER BUREAU STATION
EAST BOSTON MASS
JAN.1930—AUG.1936
SCALE 8"=100%
Data Compiled For Use With Radio Compass Homing Device

The adoption of the radio compass homing device as an aid to aerial navigation has created the need of a chart or map which can be used as a pilots' guide to the Radio Broadcasting Stations in New England.

The information contained herein has been compiled by The Committee For Aeronautics through the assistance of its Research Project with the intention of presenting to the pilots of both scheduled and itinerant aircraft operating in New England a method whereby they may orient themselves through the medium of the Radio Compass.

The network of Standard Radio Broadcasting Stations, operating on the 550 - 1500 KC entertainment band, has proved to be one of the essential sources by which flyers may assure themselves of their location, and thereby assist them in reaching their destination, provided the planes are equipped with the proper radio instruments for the reception of these Broadcasts.

Plate No. 21 shows a map giving the location and frequencies of all Broadcasting Stations in the New England States which may be used by the flyer for the safe operation of his craft. It also shows the location of the principal cities and towns.

Following Plate 21 will be found a list of all Broadcasting Stations in the New England States, together with such information as may be of use in assisting the pilot to reach his destination safely.

Standard Broadcasting Stations transmitting entertainment, etc., in the standard entertainment band 550 - 1500 KC, can be of no aid to air navigation unless the plane is properly equipped with radio for the reception of these Broadcasts. The ordinary radio-receiver, such as is used for home reception, will not meet with the desired result.

As a result of extensive experience gained in public use, plus a vast amount of research, an instrument has been put on the market which is a combination of a navigation instrument and a high-grade radio-receiver, and known as the Radio-Compass. It is a high quality conventional radio-receiver of high sensitivity and selectivity operating in the radio-weather band of 200 - 410 KC; in the standard entertainment band of 550 - 1500 KC; and in the high frequency aviation communication band of 2200 - 6700 KC.
It has the following uses:

1. Conventional receiver for oral output for the reception of weather broadcasts.
2. Flying on conventional radio-range courses.
3. Reception of standard radio broadcast signals for entertainment.
4. High frequency aviation communication.
5. Radio-Compass (by the flick of a switch and the adjustment of a visual indicator control) for navigational purposes, providing visual output. The Radio Compass is usually confined for use only with the 200-410 KC radio-weather band and the 550-1500 standard entertainment band. Navigation by the use of a Radio-Compass possesses distinct advantages over the conventional method of aerial navigation by use of the radio-range beacons, in that its use is not confined to the narrow path of the beacon.

When flying with the Radio-Compass the signals from the beacon stations may be utilized without regard to "on course" signals, and the pilots may fly directly to or away from such stations. It is therefore necessary for the pilot to perform the additional flying usually necessary to get "on course", and if during a flight the "on course" signals are lost and the pilot is unable to orient himself rapidly, he need not resort to dead reckoning. The ability to approach the radio-range beacon station from any angle, irrespective of the "on course" beam, greatly widens the scope of its usefulness, and in the event it is necessary to fly over the established air-ways, the rapidity with which it is possible to locate the "on course" signal zone is of extreme value.

Identification of the sector by oral means, plus bearings toward the station as determined from the magnetic-compass and the visual indicator of the radio-compass, will rapidly determine the location of the "on course" signal. This may then be followed in a minimum amount of time.

Signals emanating from the broadcasting stations may be used, and thus the pilot may fly to points that he would otherwise be unable to, due to lack of other navigational aids.

The Radio-Compass performs the essential operations of successful air navigation by permitting the pilot to fly a course toward the selected radio station. By merely following the movements of the visual indicator he flies directly to the point selected. Flights may be completed over territory or water where the standard radio aids to aerial navigation are non-existent, or under conditions whereby the use
of conventional navigation would render the flight extremely hazardous. This instrument makes it possible to fly a more accurate course, which results in a reduction of travel time and operating expense.

Also the elimination of the ever-present orientation problem is solved by this instrument, resulting in more efficient airplane operation in good as well as bad weather, by allowing the pilot to devote his entire time and attention to the operation of his plane.

Although this article is not meant to be a technical treatise on aerial navigation, the Committee feels that a brief description of the operation of the Radio-compass will more readily explain to those who may not be familiar with its use, the necessity and usefulness of the accompanying data. The remainder of this Part II, therefore, is being given over to a brief description of the operation of a standard radio-compass, now in use on many of our modern aircraft.

As shown in Fig. RN 1, the Radio-compass consists of six units. (1) A loop antenna, stationary or manually rotatable; (2) A radio receiver-compass-dynameter; (3) A visual course indicator meter; (4) A telephone head-set; (5) A remote control; and (6) A mast antenna.

Power for operation is derived from a 6 or 12 volt storage battery.

Satisfactory bearings may be secured at from 300 to 800 miles, while under favorable conditions a range of 1500 miles has given satisfactory results.

Reception frequencies range from 150 to 17,000 KC, separated into the regular radio frequency bands. Or they may be divided into bands more particularly suitable to some special purpose.

---

![Fig. RN1. Installation of Radio Compass in Open Cockpit Airplane](image-url)
The flight indications of the Radio-Compass are always radial to the radio transmitting station. An "on course" indication of the instrument shows that the aircraft is pointed along a radius either to or from the station.

Fig. RN 2 shows the radial lines of indication. An infinite number of these exist. Unless reference to other instruments or indicia

![Fig. RN2. Radial Lines from Radio Station](image)

is made there is no way of determining which radius is being used at the moment. The course indicator infallibly shows whether the airplane is pointed towards or away from the station.

A "homing" approach, as shown in Fig. RN 3, can be made to the radio transmitting station without any other navigational means, and

![Fig. RN3. "Homing" Flight with Radio Compass](image)

without knowing wind velocity or direction. Such an approach may be flown over a curved track due to cross winds. (Experienced pilots
claim that by flying a curved track the airplane will arrive at its destination as quickly as if it were crabbed into the wind and flown on a straight course. However, in this particular instance the airplane will reach its destination without any navigation on the part of the pilot except in keeping the course indicator needle centered.

Fig. RN 3 shows a "homing" flight path during a cross wind, when no other navigational reference is used. The airplane always points towards the station along a radius.

By occasional check on the magnetic compass or directional gyro, drift can be observed during a "homing" flight, and the flight straightened. For example, suppose the correct compass course to a point is 90°. After flying by the course indicator, for a short time, Fig. RN 4, the pilot notices when he reached the general vicinity of "A"

![Fig. RN 4. Drift Correction with Radio Compass](image)

that his magnetic heading has changed to the left since the beginning of the flight, and is now 80°, although the course indicator has been kept central. This indicates a drift to the right. He may then correct his magnetic heading farther to the left to compensate for the cross wind. His course indicator needle no longer remains in the central, or zero position. After flying this MAGNETIC HEADING for a while to "B", he may recheck by centering the course indicator. If the resulting magnetic heading on this temporary course is more than it was when he was at "A" (before correcting for the drift) he has over-corrected (position shown by dotted airplane on 45° heading). If it is the same he is flying a straight track to the station along the 80° magnetic course with a heading of 65°, as shown in the accompanying illustration. If it is less, he has under-corrected (position shown by dotted airplane on 75° heading). He can assume another correction based upon the facts determined at his first check point "B", and continue to fly. When the general vicinity of the station is reached (say 20 or 30 miles at "C") he can return to a true "homing" course and neglect the magnetic compass entirely, except to observe his heading for further orientation after reaching the radio transmitting station.
If he should make a mistake and pass the radio station without returning to a true "homing" course, the course indicator would immediately apprise him of the fact. The needle would swing across the face and show an opposite deflection without change of heading by the pilot. Therefore, any experimentation desired by the pilot with regard to drift correction can have no serious consequences.

When flying entirely blind without a Radio-Compass, and relying on ordinary magnetic compass and directional gyro, any of the various courses indicated in Fig. RN 5, may be imposed on the airplane by a cross wind. However, if the Radio-Compass is used with the above instruments an allowance can be readily made for drift, and correct navigation is simplified.

Drift determination is easy when using a radio station as a point of departure.

![Diagram](image)

**Fig. RN5. Courses that Could be Flown when Flying Away from Radio Station**

The pilot should fly over the radio station, Fig. RN 6, from position "A", and note the time when the course indicator shows the station position by fluctuation of the needle. The magnetic compass is then used to hold the heading as planned along the original track. After a few minutes, position "B" is reached. The course indicator is then centered by rotating the loop or swinging the ship. The drift angle can be read directly from the loop graduations, or by subtracting the new heading from the originally planned heading. This can be used to regain the original track, if desired, by adding or subtracting twice the drift angle $\theta$, and flying for a period of time equal to the first interval, then taking the original heading, plus or minus $\theta$, as the case may be.

![Diagram](image)

**Fig. RN6. Drift Correction with Radio Compass when Flying Away from Radio Station**
Drift determination from distant radio stations ahead must be obtained by graphical methods, Fig. RN 7.

The pilot files a magnetic heading, as laid out for the desired track, and keeps a careful distance observation from the elapsed time and the air speed. At "A" (say 50 miles from the start) he takes a radio bearing on the radio station by means of the course indicator. He then must lay off a circle from the starting point with a radius equal to his computed air distance, and also lay out the radio bearing from the station. These will intersect. His approximate drift angle θ, and his approximate position, are thus determined. Head wind or tail wind components will affect the result slightly, as shown by the broken lines in an exaggerated degree.

Fig. RN7. Determining Drift by Radio Compass from Radio Station Ahead

Cross checks, Fig. RN 8, may be taken at any time to determine position.

Position "A" will give a good fix from the radio bearings on any two of the three stations shown. Position "B" would not give a fix from station 1 and 2 (except a line of position) due to 180° bearing. The three stations act as a check on the accuracy of all the bearings, as observed.

Fig. RN8. Fix with Radio Compass by Bearings on Two or More Radio Stations
<table>
<thead>
<tr>
<th>Identification Letters</th>
<th>Frequency</th>
<th>Dial Reading</th>
<th>Location of Transmitter</th>
<th>Latitude and Longitude</th>
<th>Power (Watts)</th>
<th>Hours of Operation</th>
<th>Height of Antenna</th>
<th>Distance to Boston Airport</th>
<th>True Bearing to Boston Airport</th>
<th>Magnetic Bearing to Boston Airport</th>
<th>Distance to Nearest Airport</th>
<th>True Bearing to Nearest Airport</th>
<th>Magnetic Bearing to Nearest Airport</th>
<th>Nearest Station On Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>WTAG</td>
<td>580</td>
<td>Holden</td>
<td>42°30'00&quot; N 71°49'00&quot; W</td>
<td>1000</td>
<td>Daily</td>
<td>350 ft (3) Lighted</td>
<td>41.5 miles</td>
<td>87°</td>
<td>102°</td>
<td>90°</td>
<td>145°</td>
<td>159°</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
</tr>
<tr>
<td>WBBI</td>
<td>590</td>
<td>Medford</td>
<td>42°34'22&quot; N 71°05'14&quot; W</td>
<td>5000 5000 Night</td>
<td>Daily: 7:00 AM to 1:00 AM</td>
<td>350 ft (2) Lighted</td>
<td>4.0 miles</td>
<td>132°</td>
<td>147°</td>
<td>132°</td>
<td>147°</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
</tr>
<tr>
<td>WLAW</td>
<td>660</td>
<td>West Andover</td>
<td>42°40'58&quot; N 71°13'12&quot; W</td>
<td>1000</td>
<td>6:00 AM to Local Sunset</td>
<td>300 ft (1) Lighted</td>
<td>22.0 miles</td>
<td>154°</td>
<td>169°</td>
<td>51°</td>
<td>66°</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
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<tr>
<td>WBZ</td>
<td>990</td>
<td>Saugus</td>
<td>42°26'15&quot; N 70°59'40&quot; W</td>
<td>1000</td>
<td>Until sunset in Denver, Col. 7:00 AM to 6:30 PM Summer: 7:00 AM to 10:30 PM</td>
<td>100 ft (2) Lighted</td>
<td>5.0 miles</td>
<td>200°</td>
<td>215°</td>
<td>231°</td>
<td>246°</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
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<tr>
<td>WORL</td>
<td>920</td>
<td>Needham</td>
<td>42°17'25&quot; N 71°18'56&quot; W</td>
<td>500</td>
<td>7:30 AM to Local Sunset</td>
<td>306 ft (1) Lighted</td>
<td>14.0 miles</td>
<td>65°</td>
<td>80°</td>
<td>Framingham 7.0 miles</td>
<td>260°</td>
<td>275°</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
</tr>
<tr>
<td>WBZ</td>
<td>990</td>
<td>Milles</td>
<td>42°31'03&quot; N 71°20'05&quot; W</td>
<td>50,000</td>
<td>6:00 AM to 1:00 AM (same schedule and program as WBZ)</td>
<td>300 ft (2) Lighted</td>
<td>20.5 miles</td>
<td>65°</td>
<td>65°</td>
<td>Canton - 9.0 miles</td>
<td>97°</td>
<td>112°</td>
<td>WBZ</td>
<td>None in N.E.</td>
</tr>
<tr>
<td>WBZA</td>
<td>990</td>
<td>Springfield</td>
<td>42°08'21&quot; N 72°53'28&quot; W</td>
<td>1000</td>
<td>Daily: 6:00 AM to 1:00 AM. Sunday: 9:00 AM to 12:00 Mid.</td>
<td>220 ft (2) Lighted</td>
<td>79.0 miles</td>
<td>77°</td>
<td>91°</td>
<td>Springfield 1.0 mile</td>
<td>325°</td>
<td>339°</td>
<td>WBZ</td>
<td>None in N.E.</td>
</tr>
<tr>
<td>WCP</td>
<td>1120</td>
<td>Brighton</td>
<td>42°22'03&quot; N 71°13'07&quot; W</td>
<td>500</td>
<td>7:00 AM to average Sunset</td>
<td>227 ft (1) Lighted</td>
<td>5.5 miles</td>
<td>80°</td>
<td>95°</td>
<td>Boston 9.0 miles</td>
<td>80°</td>
<td>95°</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
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<tr>
<td>WSPR</td>
<td>1140</td>
<td>West Springfield</td>
<td>42°08'32&quot; N 72°56'20&quot; W</td>
<td>500</td>
<td>7:00 AM to 9:00 PM</td>
<td>222 ft (2) Lighted</td>
<td>84.0 miles</td>
<td>76°</td>
<td>90°</td>
<td>Springfield 4.0 miles</td>
<td>42°</td>
<td>56°</td>
<td>None in N.E.</td>
<td>None in N.E.</td>
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<tr>
<td>Identification Letters</td>
<td>Frequency (MHz)</td>
<td>Dial Reading</td>
<td>Location of Transmitter</td>
<td>Latitude and Longitude</td>
<td>Power (Watts)</td>
<td>Hours of Operation</td>
<td>Height of Antenna (ft)</td>
<td>Distance to Boston Airport (miles)</td>
<td>True Bearing to Boston Airport (°)</td>
<td>Nearest Station to Nearest Airport (°)</td>
<td>Magnetic Bearing from Transmitter to Nearest Airport (°)</td>
<td>Nearest Station Same Frequency (°)</td>
<td></td>
<td></td>
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<tr>
<td>WNAC 1230</td>
<td>5.5 MHz</td>
<td>Springfield</td>
<td>Squantum 6.5 miles south-</td>
<td>42°51'08&quot; N 71°00'46&quot; W</td>
<td>500</td>
<td>Daily: 7:00 AM to 1:00 AM (limited)</td>
<td>570 ft</td>
<td>630 miles</td>
<td>355°</td>
<td>10°</td>
<td>Squantum 1.0 mile</td>
<td>270°</td>
<td>None in N.E.</td>
<td></td>
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<tr>
<td>WCRC 1280</td>
<td>5.5 MHz</td>
<td>Auburn</td>
<td>3 miles south of Worcester</td>
<td>42°51'17&quot; N 71°43'02&quot; W</td>
<td>500</td>
<td>Daily: 8:00 AM to 10:00 PM, 12:00 AM to 2:00 AM (limited)</td>
<td>100 ft</td>
<td>41.5 miles</td>
<td>76°</td>
<td>90°</td>
<td>Auburn 2.0 miles</td>
<td>24°</td>
<td>None in N.E.</td>
<td></td>
</tr>
<tr>
<td>WJRH 1310</td>
<td>5.5 MHz</td>
<td>New Bedford</td>
<td>2 miles south of city</td>
<td>41°36'10&quot; N 70°54'14&quot; W</td>
<td>500</td>
<td>Daily: 8:00 AM to 10:00 PM, 12:00 AM to 2:00 AM (limited)</td>
<td>184 ft</td>
<td>54.0 miles</td>
<td>392°</td>
<td>90°</td>
<td>New Bedford 2.0 miles</td>
<td>24°</td>
<td>None in N.E.</td>
<td></td>
</tr>
<tr>
<td>WLLH 1370</td>
<td>5.5 MHz</td>
<td>Lowell</td>
<td>2 miles north of airport</td>
<td>42°39'44&quot; N 71°18'26&quot; W</td>
<td>500</td>
<td>Daily: 7:00 AM to 1:00 AM (limited)</td>
<td>205 ft</td>
<td>24.0 miles</td>
<td>141°</td>
<td>160°</td>
<td>Lowell 2.0 miles</td>
<td>141°</td>
<td>None in N.E.</td>
<td></td>
</tr>
<tr>
<td>WABA 1410</td>
<td>5.5 MHz</td>
<td>Springfield</td>
<td>Squantum 6.5 miles south-</td>
<td>42°10'08&quot; N 71°00'46&quot; W</td>
<td>500</td>
<td>Daily: 7:00 AM to 1:00 AM (limited)</td>
<td>420 ft</td>
<td>5.0 miles</td>
<td>355°</td>
<td>10°</td>
<td>Squantum 1.0 mile</td>
<td>270°</td>
<td>None in N.E.</td>
<td></td>
</tr>
<tr>
<td>WMAS 1420</td>
<td>5.5 MHz</td>
<td>Center of city</td>
<td>72°36'00&quot; W 72°36'00&quot; W</td>
<td>42°09'10&quot; N 72°36'00&quot; W</td>
<td>500</td>
<td>Daily: 7:00 AM to 1:00 AM (limited)</td>
<td>160 ft</td>
<td>52.0 miles</td>
<td>77°</td>
<td>10°</td>
<td>Springfield 2.0 miles</td>
<td>45°</td>
<td>None in N.E.</td>
<td></td>
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<tr>
<td>WSAR 1450</td>
<td>5.5 MHz</td>
<td>Fall River</td>
<td>1.5 miles north of city</td>
<td>43°45'03&quot; N 71°10'04&quot; W</td>
<td>1000</td>
<td>Daily: 7:00 AM to 1:00 AM (limited)</td>
<td>206 ft</td>
<td>45.5 miles</td>
<td>09°</td>
<td>24°</td>
<td>Fall River 2.0 miles</td>
<td>273°</td>
<td>None in N.E.</td>
<td></td>
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<tr>
<td>WHEX 1500</td>
<td>5.5 MHz</td>
<td>Chelsea</td>
<td>2 miles north of Boston</td>
<td>42°23'39&quot; N 71°01'41&quot; W</td>
<td>500</td>
<td>Daily: 7:00 AM to 1:00 AM (limited)</td>
<td>150 ft</td>
<td>1.5 mile</td>
<td>180°</td>
<td>10°</td>
<td>Chelsea 1.5 mile</td>
<td>150°</td>
<td>None in N.E.</td>
<td></td>
</tr>
<tr>
<td>Identification Letters</td>
<td>Frequency (kilocycles)</td>
<td>Dial Reading</td>
<td>Location of Transmitter</td>
<td>Latitude and Longitude</td>
<td>Power (Watts)</td>
<td>Hours of Operation</td>
<td>Height of Antenna (ft)</td>
<td>Distance to Boston Airport (miles)</td>
<td>True Bearing to Boston Airport (°)</td>
<td>Magnetic Bearing to Boston Airport (°)</td>
<td>Distance to Nearest Airport (miles)</td>
<td>True Bearing to Nearest Airport (°)</td>
<td>Magnetic Bearing to Nearest Airport (°)</td>
<td>Nearest Station on Same Frequency</td>
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<tr>
<td>WLBZ</td>
<td>620</td>
<td></td>
<td>Bangor</td>
<td>44°49'44&quot; N 68°47'08&quot; W</td>
<td>1000 Day</td>
<td>8.00 AM to 12.00 Mid.</td>
<td>404 Lighted</td>
<td>205 miles</td>
<td>216°</td>
<td>233°</td>
<td>Bangor 2.0 miles</td>
<td>195°</td>
<td>216°</td>
<td>None in N.E.</td>
</tr>
<tr>
<td>WOSH</td>
<td>940</td>
<td></td>
<td>Portland</td>
<td>43°58'01&quot; N 70°19'29&quot; W</td>
<td>2500 Day</td>
<td>7.45 AM to Mids.</td>
<td>300 Lighted</td>
<td>92 miles</td>
<td>203°</td>
<td>220°</td>
<td>Portland 4.0 miles</td>
<td>10°</td>
<td>27°</td>
<td>None in N.E.</td>
</tr>
<tr>
<td>WABI</td>
<td>1200</td>
<td></td>
<td>Bangor</td>
<td>44°46'44&quot; N 68°44'22&quot; W</td>
<td>250 Day</td>
<td>Daily: 8.00 AM to 2.00 PM</td>
<td>260 Lighted</td>
<td>203 miles</td>
<td>215°</td>
<td>234°</td>
<td>Bangor 4.0 miles</td>
<td>296°</td>
<td>315°</td>
<td>WCAX, WTHY, WMNH</td>
</tr>
<tr>
<td>WRDO</td>
<td>1570</td>
<td></td>
<td>Augusta center of city</td>
<td>44°18'52.6&quot; N 69°46'30.0&quot; W</td>
<td>100</td>
<td>8.00 AM to 11.30 PM</td>
<td>120 Lighted</td>
<td>160 miles</td>
<td>206°</td>
<td>225°</td>
<td>Augusta 1.0 mile</td>
<td>270°</td>
<td>288°</td>
<td>WQDM, WLLH</td>
</tr>
<tr>
<td>WAGM</td>
<td>1420</td>
<td></td>
<td>Presque Isle 1 mile west of town</td>
<td>46°41'00&quot; N 68°01'30&quot; W</td>
<td>100</td>
<td>Daily: 11.00 AM to 1.00 PM</td>
<td>96 Lighted</td>
<td>334 miles</td>
<td>208°</td>
<td>230°</td>
<td>Presque Isle 2.0 miles</td>
<td>359°</td>
<td>21°</td>
<td>WMAS</td>
</tr>
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<td>Identification Letter</td>
<td>Frequency (Megacycles)</td>
<td>Dial Reading</td>
<td>Location of Transmitter</td>
<td>Latitude and Longitude</td>
<td>Power (Watts)</td>
<td>Hours of Operation</td>
<td>Height of Antenna</td>
<td>Distance to Boston Airport</td>
<td>True Bearing to Boston Airport</td>
<td>Distance to Nearest Airport</td>
<td>True Bearing to Nearest Airport</td>
<td>Nearest Station</td>
<td>Same Frequency</td>
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<tr>
<td>WDEV</td>
<td>550</td>
<td></td>
<td>Waterbury</td>
<td>44°22'00&quot; N 72°49'00&quot; W</td>
<td>500</td>
<td>7:00 AM to Local Sunset</td>
<td>438 ft (1) Lighted</td>
<td>164 miles</td>
<td>164°</td>
<td>140°</td>
<td>150°</td>
<td>None in N.E.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
| WCAX                 | 1200                   |              | Burlington center of city | 45°21'00"
73°12'00" W | 250 Day 100 Night | Irregular: 7:30 AM to 9:30 PM | 250 ft (1) Lighted | 160 miles             | 161°                        | 100°                | 116°                       | WABI WMT |            |
<p>| WMEX                 | 1260                   |              | Springfield 1.5 mile north-east of city | 45°32'00&quot; N 72°27'41&quot; W | 1000          | 7:00 AM to 9:00 PM       | 206 ft (2) Lighted | 98 miles              | 146°                        | 305°                | 320°                       | None in N.E. |            |
| WQDM                 | 1370                   |              | St. Albans 2.0 miles south of city | 44°50'00&quot; N 73°05'06&quot; W | 100           | 11:00 AM to 2:00 PM       | 156 ft (1) Lighted | 128 miles             | 146°                        | 390°                | 16°                        | WRDO WMLE |            |
| WSYE                 | 1500                   |              | Rutland center of city  | 43°51'00&quot; N 72°59'46&quot; W | 100           | Daily except Sunday 10:00 AM to 1:00 PM and 5:00 PM to 9 PM Sunday; 10:00 AM to 11:00 AM | 90 ft (2) Lighted | 130 miles             | 146°                        | 196°                | 211°                       | WYEX WMLE |            |
| WHSB                 | 740                    |              | Portsmouth 2.5 miles northwest of city | 43°04'05&quot; N 70°56'44&quot; W | 250           | 8:00 AM to 1 hour after Sunset | 165 ft (2) Lighted | 51 miles              | 193°                        | 209°                | 196°                       | None in N.E. |            |
| WLHR                 | 1510                   |              | Laconia center of city  | 43°51'45&quot; N 71°28'06&quot; W | 100           | Unlimited time           | 170 ft (1) Lighted | 64 miles              | 165°                        | 327°                | 342°                       | WYEX WMLE |            |
| WFEA                 | 1540                   |              | Manchester 5.5 miles south of city | 42°56'30&quot; N 71°28'00&quot; W | 1000 Day 500 Night | Daily: 8:00 AM to 12 Mid. Sunday: 8:45 AM to 12 Mid. | 380 ft (2) Lighted | 44 miles              | 149°                        | 164°                | 25°                        | None in N.E. |            |</p>
<table>
<thead>
<tr>
<th>Identification Letters</th>
<th>Frequency (kilocycles)</th>
<th>Dial Reading</th>
<th>Location of Transmitter</th>
<th>Latitude and Longitude</th>
<th>Power (Watts)</th>
<th>Hours of Operation</th>
<th>Height of Antenna</th>
<th>Distance to Boston Airport</th>
<th>True Bearing to Boston Airport</th>
<th>Nearest Station to Boston Airport</th>
<th>Distance to Nearest Airport</th>
<th>True Bearing to Nearest Airport</th>
<th>Nearest Station Frequency</th>
</tr>
</thead>
<tbody>
<tr>
<td>WICC</td>
<td>600</td>
<td></td>
<td>Bridgeport</td>
<td>41°09'40&quot; N 73°10'00&quot; W</td>
<td>1000</td>
<td>6:30 AM to 2:00 AM</td>
<td>300 ft (2)</td>
<td>139 miles</td>
<td>52°</td>
<td>64°</td>
<td>Bridgeport</td>
<td>3.0 miles</td>
<td>276°</td>
</tr>
<tr>
<td>WELI</td>
<td>900</td>
<td></td>
<td>New Haven</td>
<td>41°18'40&quot; N 72°57'15&quot; W</td>
<td>600</td>
<td>Daily: 7:00 AM to Local Sunset</td>
<td>274 ft (1)</td>
<td>124 miles</td>
<td>54°</td>
<td>67°</td>
<td>New Haven</td>
<td>2.5 miles</td>
<td>134°</td>
</tr>
<tr>
<td>WTIC</td>
<td>1060</td>
<td></td>
<td>Hartford</td>
<td>41°46'34.6&quot;N 72°48'19.2&quot;W</td>
<td>50,000</td>
<td>Daily: 6:00 AM to 1:00 AM</td>
<td>213 ft (2)</td>
<td>101 miles</td>
<td>66°</td>
<td>79°</td>
<td>Hartford</td>
<td>8.0 miles</td>
<td>115°</td>
</tr>
<tr>
<td>WATR</td>
<td>1100</td>
<td></td>
<td>Waterbury</td>
<td>41°53'00&quot; N 73°03'00&quot; W</td>
<td>100</td>
<td>8:00 AM to 8:30 PM</td>
<td>150 ft (2)</td>
<td>119 miles</td>
<td>62°</td>
<td>75°</td>
<td>Bristol</td>
<td>10.0 miles</td>
<td>45°</td>
</tr>
<tr>
<td>WTHI</td>
<td>1200</td>
<td></td>
<td>Hartford</td>
<td>41°46'06.7&quot;N 72°40'25.7&quot;W</td>
<td>100</td>
<td>Daily: 7:00 AM to Local Sunset</td>
<td>436 ft (1)</td>
<td>95 miles</td>
<td>64°</td>
<td>77°</td>
<td>Hartford</td>
<td>Brainard Field</td>
<td>166°</td>
</tr>
<tr>
<td>WEDC</td>
<td>1350</td>
<td></td>
<td>West Suffield</td>
<td>41°59'00&quot; N 72°42'00&quot; W</td>
<td>5000 Day</td>
<td>7:00 AM to 1:00 AM</td>
<td>310 ft (1)</td>
<td>90 miles</td>
<td>73°</td>
<td>86°</td>
<td>Springfield</td>
<td>(Vass.) 12.0 miles</td>
<td>30°</td>
</tr>
<tr>
<td>WNEC</td>
<td>1380</td>
<td></td>
<td>New Britain</td>
<td>41°41'35&quot; N 72°45'30&quot; W</td>
<td>250</td>
<td>7:00 AM to Local Sunset</td>
<td>184 ft (1)</td>
<td>101 miles</td>
<td>62°</td>
<td>75°</td>
<td>Hartford</td>
<td>Brainard Field</td>
<td>62°</td>
</tr>
<tr>
<td>WNOE</td>
<td>1500</td>
<td></td>
<td>New London</td>
<td>41°21'60&quot; N 72°08'30&quot; W</td>
<td>100</td>
<td>7:00 AM to Local Sunset</td>
<td>200 ft (1)</td>
<td>90 miles</td>
<td>38°</td>
<td>51°</td>
<td>Groton</td>
<td>3.0 miles</td>
<td>126°</td>
</tr>
<tr>
<td>WHER</td>
<td>1530</td>
<td></td>
<td>Naugatuck</td>
<td>41°28'13&quot; N 72°58'13&quot; W</td>
<td>1000</td>
<td>Daily: 8:00 AM to 12 Mid.</td>
<td>190 ft (2)</td>
<td>119 miles</td>
<td>65°</td>
<td>71°</td>
<td>Meriden</td>
<td>8.0 miles</td>
<td>80°</td>
</tr>
<tr>
<td>Identification Letters</td>
<td>Frequency (kilocycles)</td>
<td>Dial Reading</td>
<td>Location of Transmitter</td>
<td>Latitude and Longitude</td>
<td>Power (Watts)</td>
<td>Hours of Operation</td>
<td>Height of Antenna</td>
<td>Distance to Boston Airport</td>
<td>True Bearing to Boston Airport</td>
<td>Magnetic Bearing to Boston Airport</td>
<td>Distance to Nearest Airport</td>
<td>True Bearing to Nearest Airport</td>
<td>Magnetic Bearing to Nearest Airport</td>
</tr>
<tr>
<td>------------------------</td>
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<td>-----------------------------</td>
<td>-------------------------------</td>
<td>-------------------------------</td>
</tr>
<tr>
<td>WPRO</td>
<td>630</td>
<td>South Pawtucket</td>
<td>41°46'06.2&quot;N 71°22'43.8&quot;W</td>
<td>1000 Day 600 Night Daily: 6:00 AM to 12:00Mid. Sunday: 6:00 AM to 12:00Mid.</td>
<td>1000</td>
<td>256 ft (2) Lighted</td>
<td>43 miles</td>
<td>25°</td>
<td>30°</td>
<td>Hillsgrove 10.0 miles</td>
<td>190°</td>
<td>204°</td>
<td>None in N.E.</td>
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<tr>
<td>WEAN</td>
<td>760</td>
<td>Pawtucket</td>
<td>41°50'04&quot;N 71°21'56&quot;W</td>
<td>7.00 AM to 1.00 AM</td>
<td>1000</td>
<td>325 ft (2) Lighted</td>
<td>41 miles</td>
<td>25°</td>
<td>30°</td>
<td>Hillsgrove 10.6 miles</td>
<td>189°</td>
<td>203°</td>
<td>None in N.E.</td>
</tr>
<tr>
<td>WJAB</td>
<td>890</td>
<td>Pawtucket</td>
<td>41°51'12&quot;N 71°20'58&quot;W</td>
<td>7.30 AM to 1.00 AM</td>
<td>1000</td>
<td>320 ft (2) Lighted</td>
<td>39.6 miles</td>
<td>25°</td>
<td>39°</td>
<td>Hillsgrove 11.0 miles</td>
<td>186°</td>
<td>202°</td>
<td>None in N.E.</td>
</tr>
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</table>
Obstructions Within a 20-1 Gliding Angle

The question of blind landings is a potential factor in the problem of airport development. Airports now in use may well be examined for their future adaptability to blind flight operations. The presence of obstacles, the topography of the airport surroundings in relation to prevailing winds during low visibility, are factors that should be studied and recorded for future reference.

With this in mind The Committee For Aeronautics has prepared a map showing the location of obstructions within a three mile radius of the Boston Municipal Airport. (Plate 22.) This map was made possible through information obtained by the personnel of the Committee's Project, who gathered the data with reference to height, distance and direction from the airport, of the obstacles as noted in red.

The Committee believes that the information supplied herein will serve to more thoroughly acquaint the pilots of aircraft using Boston Municipal Airport as a point of departure and arrival, as to the exact height and location of those obstructions which, under certain conditions, may become hazards to the safe operation of aircraft.
There are at present 44 Airports within the Commonwealth, divided into the following classifications:

<table>
<thead>
<tr>
<th>Classification</th>
<th>Number</th>
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<tr>
<td>Municipal</td>
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<tr>
<td>Commercial</td>
<td>28</td>
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<tr>
<td>Auxiliary</td>
<td>3</td>
</tr>
<tr>
<td>Private</td>
<td>2</td>
</tr>
<tr>
<td>Naval</td>
<td>1</td>
</tr>
<tr>
<td>National Guard</td>
<td>1</td>
</tr>
<tr>
<td>Coast Guard</td>
<td>1</td>
</tr>
<tr>
<td>Dept. of Commerce</td>
<td>1</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>44</strong></td>
</tr>
</tbody>
</table>

These Airports (excluding the Military, Naval and Coast Guard) were visited by the representatives of The Committee, and the data set forth in this section of the Report was obtained from the owners and operators of the individual airports. The information thus obtained was edited and condensed for convenience in presentation.

In drawing the airport plans a departure from the customary method was taken. It will be noted that in each drawing a portion of the airport area is inclosed by a heavy line, which denotes the present usable area of the field. The remaining area of the field, not inclosed by the heavy line, may be covered with brush, the terrain may be rough, or in other ways undesirable for the operation of aircraft.

The topography and property lines were established from plans obtained at the Office of the Aviation Section of the Registry of Motor Vehicles, and revised from data secured in the field. The boundaries of the usable area and the length and direction of runways were plotted from information obtained from the Airport owners and operators. The location maps are based on U. S. Geological Survey sheets.
BARNSTABLE, MASSACHUSETTS

1. NAME OF AIRPORT  Hyannis Airport  CLASS  Municipal
   OWNER  Town of Barnstable, Mass.
   LESSEE  Alton B. Sherman, Hyannis, Mass.
   OPERATOR  Hyannis Airport Corporation, Box 592, Hyannis, Mass.

2. LOCATION
   DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY
   1 mile North of Hyannis
   LANDMARKS  Traffic circle at N.W. corner of field
   AIRLINE DISTANCE FROM CENTER OF CITY  ½ mile to Hyannis
   DISTANCE BY ROAD FROM POST OFFICE  1½ miles to Hyannis Post Office
   NAME AND LOCATION OF ROAD TO NEAREST TOWN  Mary Dunn Road borders airport on South and leads to Main Street, Hyannis
   LATITUDE  41°40'00"  LONGITUDE  70°17'00"
   ALTITUDE ABOVE SEA LEVEL  15 feet

3. DESCRIPTION
   SHAPE  Triangular
   TOTAL AREA OF FIELD  109.5 Acres
   AREA AVAILABLE FOR LANDING AND TAKING-OFF  77.5 Acres
   TYPE OF SOIL  Sandy
   GRADIENT  Level
   NATURE OF SURFACE  Sod
   IS IT AN ALL-WAY FIELD  Yes
   IS LANDING AREA FENCED  No
   SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR  No
   IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION  Town might be able to purchase about 20 acres to North and N.W.

4. DRAINAGE
   WHAT TYPE IS PRESENT DRAINAGE SYSTEM  Natural
   IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS  Not in Spring
   DOES WATER STAND ON FIELD  Yes, in spots
   IS FIELD SUBJECT TO PERIODIC FLOODING  No
   IS FIELD USEABLE DURING THAWS  Yes
5. **SERVICE**

May to October

<table>
<thead>
<tr>
<th>Servicing—Day</th>
<th>Yes</th>
<th>Night</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Repairs</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**REPAIR FACILITIES**—Engine

Minor repairs only

**Aircraft**

Minor repairs only

---

GASOLINE | Yes | OCTANE RATING | 80 and 87%
ARE SPARE PARTS AVAILABLE | No |
HANGAR STORAGE CHARGES | $2.50 per night and up. |
| $30.00 to $35.00 per month |
ADMINISTRATION BUILDING | Yes |
REST ROOMS | Yes |
RESTAURANT | No |
IS RAILROAD SIDING AT AIRPORT | No |
TRANSPORTATION TO CITY | Taxi and private car |
FIRST AID | Yes |
FIRE APPARATUS | Yes |

6. **COMMUNICATION**

TELEPHONE CONNECTION | Yes |
RADIO | No |
NEAREST BROADCASTING STATION | WNEH — New Bedford — 1310 K.C. |
ARE WEATHER REPORTS AVAILABLE | Yes, by telephone from Boston |
AIRWAY TELETYPE | No |
VISUAL TRAFFIC CONTROL | No |

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th>Prevailing Wind Direction</th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.W.</td>
<td>29.3</td>
<td>38.2</td>
<td>42.5</td>
</tr>
<tr>
<td>Prevailing Wind Percentage</td>
<td>N.W.</td>
<td>16.03</td>
<td>16.75</td>
</tr>
<tr>
<td>Rainfall Average, inches</td>
<td>46.03</td>
<td>16.75</td>
<td>16.99</td>
</tr>
<tr>
<td>Temperature, maximum</td>
<td>91.0</td>
<td>85.0</td>
<td>91.0</td>
</tr>
<tr>
<td>Temperature, minimum</td>
<td>-12.0</td>
<td>-12.0</td>
<td>41.0</td>
</tr>
</tbody>
</table>

**REMARKS:** Data obtained from the Cooperative Weather Station at State Teacher's College, Hyannis, and climatological reports of the U. S. Weather Bureau. Climatological data taken over a 6 year period. Wind data taken over a 5 year period.

8. **LANDING STRIPS**

None

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

N.E. - S.W. 2500 ft.
N. - S. 2600 ft.
N.W. - S.E. 2500 ft.
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One 60' x 90' Metal hangar with concrete floor

13. **ADMINISTRATION OR OTHER BUILDINGS**

One Wooden Frame House 30' x 40'
One Wooden Building 20' x 20'

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

30' Pole line along State highway on Southwest side
Code beacon on hangar roof
Buildings to South and East

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Yes

16. **MARKING AND IDENTIFICATION**

**STANDARD CIRCLE**

Yes

**NAME PAINTED ON HANGAR**

Hyannis Airport

**OTHER MARKINGS**

"Hyannis" in traffic circle

**WIND DIRECTION INDICATOR**

8' Sock ILLUMINATED Yes

**ARE OBSTRUCTIONS MARKED**

No

**ARE OBSTRUCTIONS LIGHTED**

Red lights on poles to South and East

**ARE LANDING STRIPS OR RUNWAYS LIGHTED**

No

17. **LIGHTING**

1500 Watt flashing beacon on hangar roof. Code H (....)
One bank of floodlights.
**BEVERLY, MASSACHUSETTS**

1. **NAME OF AIRPORT** Beverly Airport  
   **CLASS** Municipal  
   **OWNER** Mrs. Addie Swift, Cabot Street, Beverly, Mass.  
   **LESSEE** City of Beverly  
   **OPERATOR** Beverly Aero Club, Beverly, Mass.

2. **LOCATION**  
   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 3½ miles N.W.  
   **LANDMARKS** Wenham Lake 1½ miles N.E. Danvers State Hospital 3 miles West  
   **AIRLINE DISTANCE FROM CENTER OF CITY** 3 miles  
   **DISTANCE BY ROAD FROM POST OFFICE** 3½ miles  
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** ½ mile dirt road from airport to Cabot Street to Beverly.  
   **LATITUDE** 42°34'00"  
   **LONGITUDE** 70°55'00"  
   **ALTITUDE ABOVE SEA LEVEL** 150 feet

3. **DESCRIPTION**  
   **SHAPE** Irregular  
   **TOTAL AREA OF FIELD** 40 Acres  
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 28 Acres  
   **TYPE OF SOIL** Loam with clay subsoil  
   **GRADIENT** 1% W to E .75% N to S  
   **NATURE OF SURFACE** Sod  
   **IS IT AN ALL-WAY FIELD** Yes  
   **IS LANDING AREA FENCED** No  
   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** No  
   **IS THIS PROPERTY ZONED** No  
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** To the NE 125', SW 1375', NW 750', SE 850', E 150' and W 800'.

4. **DRAINAGE**  
   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural, with stone drains and also some 8 inch tile pipe  
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes  
   **DOES WATER STAND ON FIELD** Yes, during heavy rain  
   **IS FIELD SUBJECT TO PERIODIC FLOODING** No  
   **IS FIELD USEABLE DURING THAWS** No
5. SERVICE

SERVICING—Day: On call during day  Night: No
REPAIRS: Yes, on call during day
REPAIR FACILITIES—Engine: Minor only  Aircraft: Minor only
GASOLINE: Yes  OCTANE RATING: 73%
ARE SPARE PARTS AVAILABLE: No
HANGAR STORAGE CHARGES: $1.50 per day and up
ADMINISTRATION BUILDING: Small Office
REST ROOMS: Yes  RESTAURANT: No
IS RAILROAD SIDING AT AIRPORT: No
TRANSPORTATION TO CITY: Private car or taxi
FIRST AID: Yes  FIRE APPARATUS: Yes

6. COMMUNICATION

TELEPHONE CONNECTION: Yes  RADIO: No
NEAREST BROADCASTING STATIONS:
WNAC - Boston - 1230 K.C.
WAAB - Boston - 1410 K.C.
WEEI - Boston - 590 K.C.
ARE WEATHER REPORTS AVAILABLE: Yes
AIRWAY TELETYPE: No  VISUAL TRAFFIC CONTROL: No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>N.W.</td>
<td>N.W.</td>
<td>S.E.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>22.2</td>
<td>32.0</td>
<td>21.2</td>
</tr>
<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>37.99</td>
<td></td>
<td></td>
</tr>
<tr>
<td>TEMPERATURE, maximum</td>
<td>104.0</td>
<td>71.0</td>
<td>104.0</td>
</tr>
<tr>
<td>TEMPERATURE, minimum</td>
<td>-19.0</td>
<td>-19.0</td>
<td>31.0</td>
</tr>
</tbody>
</table>

REMARKS: Wind data obtained from Coast Guard Station #20-17 miles N.E. of airport. Climatological data taken from reports of the U.S. Weather Bureau Station at Haverhill, Mass. Climatological data taken over an 8 year period. Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 1000'
N.W. - S.E. 1400'
E. - W. 1050'
10. **RUNWAYS**  
   None

11. **APRONS AND TAXIWAYS**  
   None

12. **HANGARS**  
   One 60' x 60' metal hangar with cement floor

13. **ADMINISTRATION OR OTHER BUILDINGS**  
   One 20' x 12' office and one 10' x 6' rest room

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**  
   None

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  
   Not in winter

16. **MARKING AND IDENTIFICATION**  
   **STANDARD CIRCLE** Yes, with 2' band  
   **NAME PAINTED ON HANGAR** "Beverly"  
   **OTHER MARKINGS** None  
   **WIND DIRECTION INDICATOR** Two 10' cones ILLUMINATED One  
   **ARE OBSTRUCTIONS MARKED** No LIGHTED No  
   **ARE LANDING STRIPS OR RUNWAYS LIGHTED** No

17. **LIGHTING**  
   One 24" single end 500 watt rotating beacon in rear of hangar.  
   Code W (.--)
   No other lighting.
1. **NAME OF AIRPORT**  Lowell Airport  
**CLASS**  Commercial  
**OWNER**  Wamesit Power Company, 100 Whipple Street, Lowell, Mass.  
**LESSEE**  None  
**OPERATOR**  Creamer Flying Service, Lowell Airport, Lowell, Mass.

2. **LOCATION**  
**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  
3 miles S.E. of Lowell  
**LANDMARKS**  Concord River on West boundary. B. & M. R.R. on East boundary. Consolidated Rendering Company on South boundary.  
**AIRLINE DISTANCE FROM CENTER OF CITY**  
2\(\frac{1}{2}\) miles to Lowell  
**DISTANCE BY ROAD FROM POST OFFICE**  
3 miles to Lowell Post Office  
**NAME AND LOCATION OF ROAD TO NEAREST TOWN**  
Woburn Street to Lowell on East boundary  
**LATITUDE**  \(42^\circ 37'00''\)  
**LONGITUDE**  \(71^\circ 18'00''\)  
**ALTITUDE ABOVE SEA LEVEL**  100 feet

3. **DESCRIPTION**  
**SHAPE**  Rectangular  
**DIMENSIONS**  E 1400', S 2000', W 1400', N 2000'  
**TOTAL AREA OF FIELD**  65 Acres  
**AREA AVAILABLE FOR LANDING AND TAKING-OFF**  20.7 Acres  
**TYPE OF SOIL**  Hard gravel and sand  
**GRADIENT**  1.5% N to S. and 2.3% from center to S.E. and N.W.  
**NATURE OF SURFACE**  Wild grass and weeds  
**IS IT AN ALL-WAY FIELD**  No  
**IS LANDING AREA FENCED**  No  
**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**  Yes  
**IS THIS PROPERTY ZONED**  Yes  
**IN WHAT DIRECTION IS AREA AVAILABLE FOR EXPANSION**  None

4. **DRAINAGE**  
**WHAT TYPE IS PRESENT DRAINAGE SYSTEM**  Natural  
**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**  Yes  
**DOES WATER STAND ON FIELD**  No  
**IS FIELD SUBJECT TO PERIODIC FLOODING**  No  
**IS FIELD USEABLE DURING THAWS**  Yes
5. SERVICE

SERVICING---Day No Night No

REPAIRS No

REPAIR FACILITIES---Engine No Aircraft No

GASOLINE Yes OCTANE RATING 73%
ARE SPARE PARTS AVAILABLE No storage
HANGAR STORAGE CHARGES No

ADMINISTRATION BUILDING Office only REST ROOMS No
IS RAILROAD SIDING AT AIRPORT Yes, Boston & Maine Railroad
TRANSPORTATION TO CITY By taxi and bus RESTAURANT No

FIRST AID No FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes
RADIO No
NEAREST BROADCASTING STATIONS WLLH - Lowell - 1370 K.C.
WLAB - Lawrence 680 K.C.
ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
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<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>N.W.</td>
<td>N.W.</td>
<td>N.W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>27.0</td>
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<td>RAINFALL AVERAGE, inches</td>
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<td>TEMPERATURE, maximum</td>
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<td>TEMPERATURE, minimum</td>
<td>-21.0</td>
<td>-21.0</td>
<td>32.0</td>
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REMARKS: Data obtained from Proprietors of Locks and Canals,
Lowell, Mass., and climatological reports of the U. S.
Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 11 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 1100 ft.
N.E. - S.W. 800 ft.
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One 40' x 40' Metal hangar - cinder floor - unheated.
Hangar door 40' x 12'

13. **ADMINISTRATION OR OTHER BUILDINGS**

Lean-to office on end of factory building, 25' x 14' x 10' Wood

14. **OBSurreCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

Water tower on hill, West side of river.
Factory with 135' water tower on North edge of field
Factory with 125' water tower on South edge of field

Ground hazards. Boston & Maine Railroad tracks on East edge of field. 20' Drop to river on West edge of field with convectional currents.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Yes, except in winter. Local ships use skis.

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th><strong>STANDARD CIRCLE</strong></th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NAME PAINTED ON HANGAR</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>OTHER MARKINGS</strong></td>
<td>&quot;Lowell Airport&quot; on factory water tower</td>
</tr>
<tr>
<td><strong>WIND DIRECTION INDICATOR</strong></td>
<td>8' Sock</td>
</tr>
<tr>
<td><strong>ARE OBSTRUCTIONS MARKED</strong></td>
<td>No</td>
</tr>
<tr>
<td><strong>ARE LANDING STRIPS OR RUNWAYS LIGHTED</strong></td>
<td>No</td>
</tr>
</tbody>
</table>

17. **LIGHTING**

None
1. **NAME OF AIRPORT** Boston Municipal Airport  
**CLASS** Municipal  
**OWNER** Commonwealth of Massachusetts  
**LESSEE** Park Department, City of Boston, Massachusetts  
**OPERATOR** Park Department, City of Boston, Massachusetts

2. **LOCATION**  
**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 2 1/2 miles East of Boston, in East Boston  
**LANDMARKS** Airport lies between Governor's Island and East Boston  
**AIRLINE DISTANCE FROM CENTER OF CITY** 1 1/2 miles East of Boston  
**DISTANCE BY ROAD FROM POST OFFICE** 2 1/2 miles from Boston Post Office  
**NAME AND LOCATION OF ROAD TO NEAREST TOWN** Maverick Street from Administration Building to Summer Tunnel to Boston  
**LATITUDE** 42°22'00”  
**LONGITUDE** 71°01'40”  
**ALTITUDE ABOVE SEA LEVEL** 12 feet

3. **DESCRIPTION**  
**SHAPE** Rectangle  
**DIMENSIONS** 2800' x 3800'  
**TOTAL AREA OF FIELD** 250 Acres  
**AREA AVAILABLE FOR LANDING AND TAKING-OFF** 206 Acres  
**TYPE OF SOIL** Fill  
**GRADIENT** Level  
**NATURE OF SURFACE** Cinders and some concrete  
**IS IT AN ALL-WAY FIELD** Yes  
**IS LANDING AREA FENCED** Yes, fence and bulkheads  
**IS THIS PROPERTY ZONED** No  
**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** Land can be made by more fill to N.E., E., S., S.E. and S.W.

4. **DRAINAGE**  
**WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Artificial  
**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes  
**DOES WATER STAND ON FIELD** No  
**IS FIELD SUBJECT TO PERIODIC FLOODING** No  
**IS FIELD USEABLE DURING THAWS** Yes
5. SERVICE

SERVICING—Day Yes Night Yes

REPAIRS Yes

REPAIR FACILITIES—Engine Yes Aircraft Yes

GASOLINE Yes OCTANE RATING 80, 82 and 90%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES $1.00 per foot of wing span per month or $0.10 per foot per day.

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT Yes

IS RAILROAD SIDING AT AIRPORT No, it is one mile from airport

TRANSPORTATION TO CITY Taxi, airline limousine, street railway or ferry.

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO Yes, WAPB 278 K.C., 6 A.M. to Midnight. WSX 263 K.C. 24 hrs

NEAREST RADIO BROADCASTING STATIONS WBZ - Boston - 990 K.C.

WEEI - Boston - 590 K.C.

WNAC - Boston 1230 K.C.

ARE WEATHER REPORTS AVAILABLE Yes

AIRWAY TELETYPE Yes VISUAL TRAFFIC CONTROL Yes

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th>Prevailing Wind Direction</th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prevailing Wind Percentage</td>
<td>W. 16.0, N.W. 16.7, N.W. 22.0</td>
<td>S.W. 18.0, N.W. 15.0, N.E. 13.89</td>
<td>18.0</td>
</tr>
<tr>
<td>Rainfall Average, inches</td>
<td>39.52</td>
<td>13.89</td>
<td>13.54</td>
</tr>
<tr>
<td>Temperature, maximum</td>
<td>103.0, N.W. 80.0</td>
<td>S.W. 40.0</td>
<td>103.0</td>
</tr>
<tr>
<td>Temperature, minimum</td>
<td>-18.0, N.E. -18.0</td>
<td>S.E. 40.0</td>
<td>18.0</td>
</tr>
</tbody>
</table>

REMARKS: Data obtained from office of the U.S. Weather Bureau, Boston Municipal Airport, East Boston, Mass., and climatological reports of U.S. Weather Bureau, Boston. Climatological data taken over a 13 year period. Wind data taken over a 7 year period.

8. LANDING STRIPS

See Paragraph 9.

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

<table>
<thead>
<tr>
<th>L.O.</th>
<th>S.E.</th>
<th>S.W.</th>
<th>S.W.</th>
<th>E.</th>
<th>W.</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.W.</td>
<td>3600 ft.</td>
<td>3200 ft.</td>
<td>2600 ft.</td>
<td>3000 ft.</td>
<td>2800 ft.</td>
</tr>
</tbody>
</table>
10. **RUNWAYS**

See Paragraph 9.

11. **APRONS AND TAXIWAYS**

Eight Concrete Take-Off Strips, each approximately 90' x 500' and a Concrete Apron approximately 350' wide in front of all buildings, designed for 40 ton load.

12. **HANGARS**

The following buildings are brick and steel, with concrete floor:

- Inter-City Airlines 100' x 120'
- Shobe Airlines 100' x 150'
- National Airways 85' x 200'
- American Airlines 120' x 150'
- U. S. Army 80' x 120'
- U. S. Army 100' x 120'
- Mass. Nat. Guard 130' x 175

13. **ADMINISTRATION OR OTHER BUILDINGS**

Inter-City Airlines Repair Shop 100' x 140' Brick and steel, with concrete floor.

Administration Building 160' x 90' Brick and steel.

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

<table>
<thead>
<tr>
<th>Height</th>
<th>Distance</th>
<th>Direction</th>
</tr>
</thead>
<tbody>
<tr>
<td>505'</td>
<td>9580'</td>
<td>S.S.W.</td>
</tr>
<tr>
<td>195'</td>
<td>4353'</td>
<td>N.W.</td>
</tr>
<tr>
<td>261'</td>
<td>5320'</td>
<td>N.W.</td>
</tr>
<tr>
<td>4060'</td>
<td></td>
<td>N.W.</td>
</tr>
<tr>
<td>168'</td>
<td>3920'</td>
<td>N.W.</td>
</tr>
<tr>
<td>112'</td>
<td>2600'</td>
<td>W.</td>
</tr>
<tr>
<td>105'</td>
<td>3600'</td>
<td>N.N.W.</td>
</tr>
<tr>
<td>107'</td>
<td>3800'</td>
<td>N.</td>
</tr>
</tbody>
</table>

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Yes

16. **MARKING AND IDENTIFICATION**

- **STANDARD CIRCLE** Yes
- **NAME PAINTED ON HANGAR** "Boston M" on roof of American Airways hangar, illuminated at night.
- **OTHER MARKINGS** "Mass. N. G." on roof of National Guard hangar.
  "Army" on roof of the U. S. Army hangar.
- **WIND DIRECTION INDICATOR** Smoke pot in center of airport, tee and cone, illuminated.
- **ARE OBSTRUCTIONS MARKED** Yes LIGHTED Yes
- **ARE LANDING STRIPS OR RUNWAYS LIGHTED** Yes, entire field is flood-lighted.

17. **LIGHTING**

16. **DESCRIPTION OF SEAPLANE OR AMPHIBIAN BASE OR ANCHORAGE**

<table>
<thead>
<tr>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>NAME OF SEAPLANE OR AMPHIBIAN BASE</strong></td>
<td>Boston Municipal Airport</td>
</tr>
<tr>
<td><strong>DISTANCE AND DIRECTION TO NEAREST CITY</strong></td>
<td>1 mile East of Boston</td>
</tr>
<tr>
<td><strong>BODY OF WATER IN WHICH LOCATED</strong></td>
<td>Boston Harbor</td>
</tr>
<tr>
<td><strong>LANDING AND TAKE-OFF AREA</strong></td>
<td>Harbor Channel</td>
</tr>
<tr>
<td><strong>DEPTH OF WATER-HIGH TIDE</strong></td>
<td>20 feet</td>
</tr>
<tr>
<td><strong>LOW TIDE</strong></td>
<td>12 feet</td>
</tr>
<tr>
<td><strong>CURRENT</strong></td>
<td>Tide</td>
</tr>
<tr>
<td><strong>OBSTRUCTIONS-IF AN HOW MARKED</strong></td>
<td>Not marked</td>
</tr>
<tr>
<td><strong>WIND</strong></td>
<td>Same as airport</td>
</tr>
<tr>
<td><strong>ICE PERIOD</strong></td>
<td>Jan. and Feb.</td>
</tr>
<tr>
<td><strong>FOG PERIOD</strong></td>
<td>Same as airport</td>
</tr>
<tr>
<td><strong>PERIOD BASE AVAILABLE FOR USE</strong></td>
<td>May through December under ordinary conditions</td>
</tr>
</tbody>
</table>

**FACILITIES:**

<table>
<thead>
<tr>
<th>Facility</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ramp</td>
<td>Yes</td>
</tr>
<tr>
<td>Hauling out equipment</td>
<td>Yes</td>
</tr>
<tr>
<td>Beach</td>
<td>No</td>
</tr>
<tr>
<td>Mooring buoys, if and how marked</td>
<td>Yes, not marked</td>
</tr>
<tr>
<td>Lights</td>
<td>No</td>
</tr>
<tr>
<td>Servicing afforded</td>
<td>Same as airport</td>
</tr>
<tr>
<td>Fuel at wharf</td>
<td>No</td>
</tr>
<tr>
<td>Ramp by boat</td>
<td>Yes, possible</td>
</tr>
</tbody>
</table>

**COMMUNICATION SYSTEM:**

<table>
<thead>
<tr>
<th>Service</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radio</td>
<td>Yes</td>
</tr>
<tr>
<td>Telephone</td>
<td>Yes</td>
</tr>
</tbody>
</table>
1. NAME OF AIRPORT  Brockton Airport  CLASS  Commercial
   OWNER  James C. Keith, Brockton, Mass.
   LESSEE  None
   OPERATOR  Lyle and Ames, Brockton Airport, Brockton, Mass.

2. LOCATION
   DISTANCE AND DIRECTION FROM CENTER OF CITY  3 miles South
   AIRLINE DISTANCE FROM CENTER OF CITY  3 miles
   DISTANCE BY ROAD FROM POST OFFICE  3 miles
   NAME AND LOCATION OF ROAD TO NEAREST TOWN  Main St., Rt. #28, is
      East of airport and leads to Brockton, Boston and Cape
      Cod.
   LATITUDE  $42^\circ03'00"$  LONGITUDE  $71^\circ01'00"$
   ALTITUDE ABOVE SEA LEVEL  128 feet

3. DESCRIPTION
   SHAPE  Irregular
   TOTAL AREA OF FIELD  51.0 Acres
   AREA AVAILABLE FOR LANDING AND TAKING-OFF  6.42 Acres of Runways
   TYPE OF SOIL  Sand and loam with gravel runways
   NATURE OF SURFACE  Sod  GRADIENT  E to W 0.3%  S to N 0.2%
   IS IT AN ALL-WAY FIELD  No  IS LANDING AREA FENCED  No
   IS SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR  Yes
   IS THIS PROPERTY ZONED  Yes
   IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION  None

4. DRAINAGE
   WHAT TYPE IS PRESENT DRAINAGE SYSTEM  Natural and artificial
   IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS  Yes
   DOES WATER STAND ON FIELD  No
   IS FIELD SUBJECT TO PERIODIC FLOODING  No
   IS FIELD USEABLE DURING THAWS  Yes, on runways
5. SERVICE

<table>
<thead>
<tr>
<th>Service</th>
<th>Day</th>
<th>Night</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Servicing</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repairs</td>
<td></td>
<td>Days only</td>
<td></td>
</tr>
<tr>
<td>Repair Facilities</td>
<td>Engine</td>
<td>Major and minor</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aircraft</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>Gasoline</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>OCTANE Rating</td>
<td>73%</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Are spare parts available</td>
<td>None</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Hangar storage charges</td>
<td>$1.00 per night.</td>
<td>$10.00 to $15.00 per mo.</td>
<td></td>
</tr>
<tr>
<td>Administration building</td>
<td>Yes</td>
<td>Yes restaurant</td>
<td>No</td>
</tr>
<tr>
<td>Is railroad siding at airport</td>
<td>No</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Transportation to city</td>
<td>By bus or taxi</td>
<td></td>
<td></td>
</tr>
<tr>
<td>First aid</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fire apparatus</td>
<td>Yes</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

6. COMMUNICATION

<table>
<thead>
<tr>
<th>Connection</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Radio</td>
<td>No</td>
</tr>
<tr>
<td>Nearest broadcasting stations</td>
<td>WBZ - Boston - 990 K.C.</td>
</tr>
<tr>
<td></td>
<td>WHAC - Boston - 1230 K.C.</td>
</tr>
<tr>
<td></td>
<td>WEEI - Boston - 590 K.C.</td>
</tr>
<tr>
<td>Are weather reports available</td>
<td>Yes, by telephone from Boston</td>
</tr>
<tr>
<td>Airway teletype</td>
<td>No</td>
</tr>
<tr>
<td>Visual traffic control</td>
<td>No</td>
</tr>
</tbody>
</table>

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wind direction</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. N.W.</td>
<td>22.2</td>
<td>27.5</td>
</tr>
<tr>
<td>N.W.</td>
<td>21.2</td>
<td>27.2</td>
</tr>
<tr>
<td>Prevailing wind percentage</td>
<td></td>
<td></td>
</tr>
<tr>
<td>W. N.W.</td>
<td>20.85</td>
<td>13.19</td>
</tr>
<tr>
<td>Rainfall average, inches</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Inches</td>
<td>104.0</td>
<td>71.0</td>
</tr>
<tr>
<td>Temperature, maximum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Degrees</td>
<td>-19.0</td>
<td>-19.0</td>
</tr>
<tr>
<td>Temperature, minimum</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Degrees</td>
<td>-19.0</td>
<td>-19.0</td>
</tr>
</tbody>
</table>

Remarks: Data obtained from office of City Engineer, Brockton, and climatological reports of Cooperative Weather Bureau Station at Blue Hill. Climatological data taken over a 13 year period. Wind data taken over a 11 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

None
10. **RUNWAYS**

   N. - S. 1300' x 100'
   E. - W. 1450' x 100'

11. **APRUNS AND TAXIWAYS**

   None

12. **HANGARS**

   One 60' x 60' Metal hangar - dirt floor - unheated
   Hangar door 60' x 12'

13. **ADMINISTRATION AND OTHER BUILDINGS**

   Office building 22' x 14' x 15' Wooden construction

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   40' Pole line to West of airport
   22' Pole line to East of airport

   Ground hazard, slope at extreme Westerly border, gradient 5.0%

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIME** Yes

16. **MARKING AND IDENTIFICATION**

   **STANDARD CIRCLE** No
   **NAME PAINTED ON HANGAR** "Brockton" on roof
   **OTHER MARKINGS** None
   **WIND DIRECTION INDICATOR** 8' Sock Illuminated No
   **ARE OBSTRUCTIONS MARKED** No Lighted No
   **ARE LANDING STRIPS OR RUNWAYS LIGHTED** No

17. **LIGHTING**

   None
1. **NAME OF AIRPORT** Boston-Metropolitan  
**CLASS** Commercial  
**OWNER** Boston-Metropolitan Airport Corp., Norwood, Mass.  

2. **LOCATION**

**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 2 1/2 miles S.E. of Norwood Town Hall and 2 miles N.W. of Canton  
**LANDMARKS** Adjacent to Neponset River  
**AIRLINE DISTANCE FROM CENTER OF CITY** 2 miles S.E. of Norwood, 1 1/2 miles N.W. of Canton  
**DISTANCE BY ROAD FROM POST OFFICE** 2 1/4 miles from Norwood Post Office  
**NAME AND LOCATION OF ROAD TO NEAREST TOWN** Neponset Street connecting Route #1, Boston to Providence  
**LATITUDE** 42°10'20"  
**LONGITUDE** 71°09'18"  
**ALTITUDE ABOVE SEA LEVEL** 51 feet

3. **DESCRIPTION**

**SHAPE** Irregular  
**TOTAL AREA OF FIELD** 127 Acres  
**AREA AVAILABLE FOR LANDING AND TAKING-OFF** 27 Acres  
**TYPE OF SOIL** Gravel and loam  
**GRADIENT** Level  
**NATURE OF SURFACE** Gravel with grass binder  
**IS IT AN ALL-WAY FIELD** No  
**IS LANDING AREA FENCED** No  
**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** Yes  
**IS THIS PROPERTY ZONED** Yes, except a strip of 1 mile along Neponset Street.  
**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** To N, NW, NE, and E.

4. **DRAINAGE**

**WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Tile drains, ditches and dyke  
**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes  
**DOES WATER STAND ON FIELD** Yes  
**IS FIELD SUBJECT TO PERIODIC FLOODING** Yes  
**IS FIELD USEABLE DURING THAWS** Yes, except in extreme thaws.
5. SERVICE

SERVICING—Day Yes Night No

REPAIRS Major repairs during day only

REPAIR FACILITIES—Engine Yes Aircraft Yes

GASOLINE Yes OCTANE RATING 73%
ARE SPARE PARTS AVAILABLE Yes
HANGAR STORAGE CHARGES $1.50 per night and up.
$15.00 per month and up.

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No
IS RAILROAD SIDING AT AIRPORT No
TRANSPORTATION TO CITY By taxi service

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes
RADIO No
NEAREST BROADCASTING STATIONS WBZ - Boston - 990 K.C.
WMAC - Boston - 1230 K.C.
WEEI - Boston - 590 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
AIRWAY TELETYPY No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th>PREVAILING WIND DIRECTION</th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>W. 22.2</td>
<td>N.W. 21.7</td>
<td>W. 27.5</td>
</tr>
<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>48.02</td>
<td>16.66</td>
<td>16.75</td>
</tr>
<tr>
<td>TEMPERATURE, maximum</td>
<td>99.0</td>
<td>71.0</td>
<td>99.0</td>
</tr>
<tr>
<td>TEMPERATURE, minimum</td>
<td>-21.0</td>
<td>-21.0</td>
<td>35.0</td>
</tr>
</tbody>
</table>

REMARKS: Data obtained from records at Blue Hills Observatory and U.S. Weather Bureau, Boston.
Climatological data compiled over a 13 year period.
Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

None
10. **RUNWAYS**

- **N-S** 200' wide, 1600' long.
- **E-W** 200' wide, 1300' long.
- **NE-SW** 200' wide, 1350' long.
- **NW-SE** 500' wide, 2100' long.

All gravel runways

11. **APRONS AND TAXIWAYS**

Area of gravel apron in front of hangars, 1050 square yards

12. **HANGARS**

- One Hangar 70' x 70' Corrugated Iron Steel Frame
- One Hangar 80' x 90' Corrugated Iron Steel Frame

Wooden lean-to attached to each hangar as a wing and motor repair shop

13. **ADMINISTRATION OR OTHER BUILDINGS**

One Wooden Frame Administration Building 25' x 35'

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

- Electric light and telephone lines West on Neponset Street
- Tree at N.W. end of NW-SE runway 45' high
- 150' Hill and house approximately 2000' E and SE of field

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Yes

16. **MARKING AND IDENTIFICATION**

- **STANDARD CIRCLE** No
- **NAME PAINTED ON HANGAR** Norwood-Canton & M.A.T.A. on roof
- **OTHER MARKINGS** None
- **WIND DIRECTION INDICATOR** 6' Wind Sock ILLUMINATED No
- **ARE OBSTRUCTIONS MARKED** No LIGHTED No
- **ARE LANDING STRIPS OR RUNWAYS LIGHTED** No

17. **LIGHTING**

None
1. NAME OF AIRPORT: Katama Airport  
CLASS: Commercial  
OWNER: Mrs. William C. Vincent, Edgartown, Mass.  

2. LOCATION  
DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY: 2 miles South  
LANDMARKS: 100' Watertower is 1/2 mile North of airport  
AIRLINE DISTANCE FROM CENTER OF CITY: 2 miles  
DISTANCE BY ROAD FROM POST OFFICE: 2 miles  
NAME AND LOCATION OF ROAD TO NEAREST TOWN: A town road leads from airport to Edgartown  
LATITUDE: 41° 21' 00"  
LONGITUDE: 70° 31' 00"  
ALTITUDE ABOVE SEA LEVEL: 5 feet

3. DESCRIPTION  
SHAPE: Irregular  
TOTAL AREA OF FIELD: 45 Acres  
AREA AVAILABLE FOR LANDING AND TAKING-OFF: 36 Acres  
TYPE OF SOIL: Sand  
GRADIENT: Level  
NATURE OF SURFACE: Sod  
IS IT AN ALL-WAY FIELD: Yes  
IS LANDING AREA FENCED: No  
SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR: Yes  
IS THIS PROPERTY ZONED: No  
IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION: All directions about 2500 feet

4. DRAINAGE  
WHAT TYPE IS PRESENT DRAINAGE SYSTEM: Natural  
IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS: Yes  
DOES WATER STAND ON FIELD: No  
IS FIELD SUBJECT TO PERIODIC FLOODING: No  
IS FIELD USEABLE DURING THAWS: Yes
5. SERVICE

SERVICING—Day No Night No

REPAIRS No

REPAIR FACILITIES—Engine No Aircraft No

GASOLINE Available in town OCTANE RATING 80%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES $1.50 to $2.00 for 24 hour period

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi

FIRST AID No FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WNEH - New Bedford - 1310 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, from Boston or Newark

AIRWAY TELETYPewriter No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th>Prevailing Wind Direction</th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>S.W.</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>W.</td>
<td></td>
<td>24.8</td>
<td></td>
</tr>
<tr>
<td>S.W.</td>
<td></td>
<td></td>
<td>30.5</td>
</tr>
<tr>
<td>Prevailing Wind Percentage</td>
<td>23.50</td>
<td>24.8</td>
<td>30.5</td>
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<tr>
<td>Rainfall Average, inches</td>
<td>43.17</td>
<td>15.10</td>
<td>13.05</td>
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<tr>
<td>Temperature, maximum</td>
<td>92.0</td>
<td>68.0</td>
<td>92.0</td>
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<tr>
<td>Temperature, minimum</td>
<td>-6.0</td>
<td>-6.0</td>
<td>47.0</td>
</tr>
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</table>

REMARKS: Data obtained from U. S. Weather Bureau Station at Nantucket.

Climatological data taken over a period of 80 years.

Wind data taken over a period of 10 years.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 2000 ft.
N.E. - S.W. 1500 ft.
E. - W. 1500 ft.
N.W. - S.E. 1500 ft.

As determined from wind rose for Nobadeer, Nantucket.
10. **RUNWAYS**

   None

11. **APRONS AND TAXIWAYS**

   None

12. **HANGARS**

   Two 50' x 50' combination wood and metal hangars with dirt floors. Unheated. Hangar doors 48' x 12'.

13. **ADMINISTRATION OR OTHER BUILDINGS**

   One wooden utility building 15' x 12' x 10'.

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   30' Telephone pole line at N. E. edge of field
   Ground hazard, a depression at S. W. end of field

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES** Yes

16. **MARKING AND IDENTIFICATION**

   STANDARD CIRCLE No
   NAME PAINTED ON HANGAR "Curtiss-Wright"
   OTHER MARKINGS None
   WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No
   ARE OBSTRUCTIONS MARKED No LIGHTED No
   ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. **LIGHTING**

   None
NANTUCKET SOUND

ATLANTIC OCEAN

LOCATION MAP

KATAMA AIRPORT
EDGARTOWN MASS.

PLATE 31
1. **NAME OF AIRPORT**
   Falmouth Airport

   **CLASS**
   Municipal

   **OWNER**
   Coonamassett Ranch Company, Falmouth, Mass.

   **LESSEE**
   Town of Falmouth, Mass.

   **OPERATOR**
   Cape Cod Seaplanes, Inc., Falmouth, Mass.

2. **LOCATION**

   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**
   12 miles N.E.

   **LANDMARKS**
   National Guard Field 2 miles N.E. An orange and black watertower 1.5 miles N.E. A black watertower .5 mile South. Coonamassett Lake 1 mile South.

   **AIRLINE DISTANCE FROM CENTER OF CITY**
   6.75 miles to Falmouth

   **DISTANCE BY ROAD FROM POST OFFICE**
   4 miles to North Falmouth Post Office

   **NAME AND LOCATION OF ROAD TO NEAREST TOWN**
   Hatchville Road to Route #28 to Falmouth or Bourne

   **LATITUDE**
   41°37'36"

   **LONGITUDE**
   70°32'35"

   **ALTITUDE ABOVE SEA LEVEL**
   100 feet

3. **DESCRIPTION**

   **SHAPE**
   Rectangular

   **DIMENSIONS**
   1800' x 3000'

   **TOTAL AREA OF FIELD**
   56 Acres

   **AREA AVAILABLE FOR LANDING AND TAKING-OFF**
   .40.7 Acres

   **TYPE OF SOIL**
   Sand and loam

   **GRADIENT**
   Level

   **NATURE OF SURFACE**
   Sod

   **IS IT AN ALL-WAY FIELD**
   Yes

   **IS LANDING AREA FENCED**
   No

   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**
   Yes

   **IS THIS PROPERTY ZONED**
   No

   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**
   West, North and East as needed

4. **DRAINAGE**

   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM**
   Natural. Ditches on North and N. E. sides

   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**
   Yes

   **DOES WATER STAND ON FIELD**
   No

   **IS FIELD SUBJECT TO PERIODIC FLOODING**
   No

   **IS FIELD USEABLE DURING THAWS**
   Yes
5. **SERVICE**

SERVICING—Day Yes, April to December only Night On call

REPAIRS Yes

REPAIR FACILITIES—Engine Yes

Aircraft Yes

GASOLINE Yes

OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE For minor repairs only

HANGAR STORAGE CHARGES $2.00 and up

ADMINISTRATION BUILDING No

REST ROOMS Yes

RESTAURANT Yes

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By private automobile

FIRST AID Yes

FIRE APPARATUS Yes

6. **COMMUNICATION**

TELEPHONE CONNECTION Yes

RADIO Receiving set only

NEAREST BROADCASTING STATIONS WNEH - New Bedford - 1310 K.C.

WSAR - Fall River - 1450 K.C.

ARE WEATHER REPORTS AVAILABLE By radio and telephone from Boston

AIRWAY TELETYPE No

VISUAL TRAFFIC CONTROL No

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>S.W.</td>
<td>N.W.</td>
<td>S.W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>29.3</td>
<td>38.2</td>
<td>42.5</td>
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<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>16.03</td>
<td>16.75</td>
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<td>TEMPERATURE, maximum</td>
<td>91.0</td>
<td>65.0</td>
<td>91.0</td>
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<tr>
<td>TEMPERATURE, minimum</td>
<td>-12.0</td>
<td>-12.0</td>
<td>41.0</td>
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</tbody>
</table>

REMARKS: Data obtained from records of the U. S. Weather Bureau Station at Hyannis and climatological reports of the U. S. Weather Bureau.

Climatological data taken over a 6 year period.

Wind data taken over a 5 year period.

8. **LANDING STRIPS**

None

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

N.E. - S.W. 1700'

N.W. - S.E. 1500'
<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>10. RUNWAYS</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>11. APRONS AND TAXIWAYS</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>12. HANGARS</strong></td>
<td>One 60' x 100' Hangar of corrugated iron construction with truss roof and dirt floor in good condition. Unheated.</td>
</tr>
<tr>
<td><strong>13. ADMINISTRATION OR OTHER BUILDINGS</strong></td>
<td>One 20' x 20' Repair shop of wooden construction in fair condition.</td>
</tr>
<tr>
<td><strong>14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES</strong></td>
<td>Yes</td>
</tr>
<tr>
<td><strong>16. MARKING AND IDENTIFICATION</strong></td>
<td></td>
</tr>
<tr>
<td>STANDARD CIRCLE</td>
<td>No</td>
</tr>
<tr>
<td>NAME PAINTED ON HANGAR</td>
<td>&quot;Falmouth, Mass.&quot;</td>
</tr>
<tr>
<td>OTHER MARKINGS</td>
<td>None</td>
</tr>
<tr>
<td>WIND DIRECTION INDICATOR</td>
<td>12' Sock ILLUMINATED No</td>
</tr>
<tr>
<td>ARE OBSTRUCTIONS MARKED</td>
<td>No LIGHTED No</td>
</tr>
<tr>
<td>ARE LANDING STRIPS OR RUNWAYS LIGHTED</td>
<td>No</td>
</tr>
<tr>
<td><strong>17. LIGHTING</strong></td>
<td>None</td>
</tr>
<tr>
<td><strong>18. REMARKS</strong></td>
<td>Cape Cod Seaplanes, Inc., has facilities of Coonamsett Lake for landing and taking-off. Used April to November. There are 3 yellow deck and float buoys and fuel at wharf.</td>
</tr>
</tbody>
</table>
FRAMINGHAM, MASSACHUSETTS

1. **NAME OF AIRPORT** Framingham Airport **CLASS** Commercial

   **OWNER** Mrs. S. Helen Gould, Framingham, Mass.
   **OPERATOR** C. D. Andrews and C. Cameron, Framingham, Mass.

2. **LOCATION**

   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 1 mile South
   **LANDMARKS** State Hospital grounds and farm adjacent
   **AIRLINE DISTANCE FROM CENTER OF CITY** 3/4 mile
   **DISTANCE BY ROAD FROM POST OFFICE** 1.4 miles

   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** Western Avenue borders field at hangar and leads to Framingham

   **LATITUDE** 42°15'50" **LONGITUDE** 71°24'30"
   **ALTITUDE ABOVE SEA LEVEL** 199 feet

3. **DESCRIPTION**

   **SHAPE** Irregular **TOTAL AREA OF FIELD** 110.3 Acres
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 61.2 Acres
   **TYPE OF SOIL** Loam **GRADIENT** 1%
   **NATURE OF SURFACE** Sod
   **IS IT AN ALL-WAY FIELD** Yes **IS LANDING AREA FENCED** No
   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** Yes, to West and Southwest
   **IS THIS PROPERTY ZONED** No

   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** West and Southwest from owner and Northwest and North from present owners.

4. **DRAINAGE**

   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes
   **DOES WATER STAND ON FIELD** Yes, after severe storms
   **IS FIELD SUBJECT TO PERIODIC FLOODING** Yes, in Spring
   **IS FIELD USEABLE DURING THAWS** E. - W. landing area wet in Spring
   **N. - S. available at all times**
5. SERVICE

SERVICING—Day: Yes, Night: No

REPAIRS: Yes

REPAIR FACILITIES:—Engine: Minor, Aircraft: Minor

GASOLINE: Yes, OCTANE RATING: 80%
ARE SPARE PARTS AVAILABLE: For minor repairs only
HANGAR STORAGE CHARGES: $1.00 and up for 24 hour period

ADMINISTRATION BUILDING: Yes, REST ROOMS: In adjacent house
IS RAILROAD SIDING AT AIRPORT: Yes, Boston & Albany Railroad
TRANSPORTATION TO CITY: By taxi, RESTAURANT: No

FIRST AID: Yes, FIRE APPARATUS: Yes

6. COMMUNICATION

TELEPHONE CONNECTION: Yes
RADIO: No
NEAREST BROADCASTING STATIONS: WORL - Needham - 920 K.C.

ARE WEATHER REPORTS AVAILABLE: Yes, by telephone from Boston
AIRWAY TELETYPY: No, VISUAL TRAFFIC CONTROL: No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
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<tbody>
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<td>PREVAILING WIND DIRECTION</td>
<td>W.</td>
<td>N.W.</td>
<td>W.</td>
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<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>19.4</td>
<td>15.67</td>
<td>14.75</td>
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<td>RAINFALL AVERAGE, inches</td>
<td>44.53</td>
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<tr>
<td>TEMPERATURE, maximum</td>
<td>100.0</td>
<td>71.0</td>
<td>100.0</td>
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<td>TEMPERATURE, minimum</td>
<td>-25.0</td>
<td>-25.0</td>
<td>30.0</td>
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</table>

REMARKS: Data obtained from U. S. Weather Bureau climatological reports and Meteorological Station at Clark University, Worcester, Mass. Climatological data taken over a 13 year period. Wind data taken over a 15 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 2000'
E. - W. 1100'
N.E. - S.W. 1600'
S.E. - N.W. 1900'
10. **RUNWAYS**

   None

11. **APRONS AND TAXIWAYS**

   None

12. **HANGARS**

   One metal hangar 60' x 70' with cinder floor

13. **ADMINISTRATION OR OTHER BUILDINGS**

   Wooden office building 36' x 30' x 10'

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   50' Electric line poles on South border of airport
   25' Poles and trees on East side of airport
   30' Barn on North end of field

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  Yes

16. **MARKING AND IDENTIFICATION**

   **STANDARD CIRCLE**  Yes
   **NAME PAINTED ON HANGAR**  Framingham Airport
   **OTHER MARKINGS**  Direction arrow on roof of hangar
   **WIND DIRECTION INDICATOR**  8' Sock  ILLUMINATED  No
   **ARE OBSTRUCTIONS MARKED**  No  LIGHTED  No

17. **LIGHTING**

   None
1. **NAME OF AIRPORT** Grafton Airport  
**CLASS** Commercial  
**LESSEE** Town of Grafton, Mass.  
**OPERATOR** P. H. and M. C. Jennings, North Grafton, Mass.  

2. **LOCATION**  
**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** ½ mile South of North Grafton and 5½ miles S. E. of Worcester  
**LANDMARKS** South of Lake Quinsigamond  
**AIRLINE DISTANCE FROM CENTER OF CITY** ½ mile South of North Grafton and 5 miles S. E. of Worcester  
**DISTANCE BY ROAD FROM POST OFFICE** ½ mile to North Grafton Post Office  
**NAME AND LOCATION OF ROAD TO NEAREST TOWN** Dead end road to airport from Route #122, Grafton to Worcester  
**LATITUDE** 42°13′30″ **LONGITUDE** 71°42′45″  
**ALTITUDE ABOVE SEA LEVEL** 450 feet  

3. **DESCRIPTION**  
**SHAPE** Very irregular  
**TOTAL AREA OF FIELD** 10.4 Acres  
**AREA AVAILABLE FOR LANDING AND TAKING-OFF** 69.5 Acres  
**TYPE OF SOIL** Loam over clay  
**NATURE OF SURFACE** Sod  
**IS IT AN ALL-WAY FIELD** Yes  
**IS LANDING AREA FENCED** Part  
**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** Yes, to S, S.W., N, and N.E.  
**IS THIS PROPERTY ZONED** No  
**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** To S, S.W., N and N.E.  

4. **DRAINAGE**  
**WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural and artificial  
**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes  
**DOES WATER STAND ON FIELD** No  
**IS FIELD SUBJECT TO PERIODIC FLOODING** No  
**IS FIELD USEABLE DURING THAWS** Field very soft and unsafe during thaws.
5. **SERVICE**

<table>
<thead>
<tr>
<th>SERVICE</th>
<th>Day</th>
<th>Night</th>
</tr>
</thead>
<tbody>
<tr>
<td>SERVICING</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>REPAIRS</td>
<td>Day only</td>
<td></td>
</tr>
<tr>
<td>REPAIR FACILITIES</td>
<td>Engine Minor only</td>
<td></td>
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<tr>
<td>GASOLINE</td>
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<td>No</td>
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<tr>
<td>OCTANE RATING</td>
<td>73%</td>
<td></td>
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<tr>
<td>ARE SPARE PARTS AVAILABLE</td>
<td>Minor parts only</td>
<td></td>
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<tr>
<td>HANGAR STORAGE CHARGES</td>
<td>$1.50</td>
<td></td>
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<tr>
<td>ADMINISTRATION BUILDING</td>
<td>No</td>
<td>Yes</td>
</tr>
<tr>
<td>IS RAILROAD SIDING AT AIRPORT</td>
<td>No</td>
<td>No</td>
</tr>
<tr>
<td>TRANSPORTATION TO CITY</td>
<td>By bus to Worcester, 20¢, 20 minutes</td>
<td></td>
</tr>
<tr>
<td>FIRST AID</td>
<td>Yes</td>
<td>FIRE APPARATUS</td>
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6. **COMMUNICATION**

<table>
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<tr>
<th>COMMUNICATION</th>
<th>Yes</th>
<th>None</th>
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<tbody>
<tr>
<td>TELEPHONE CONNECTION</td>
<td>Yes</td>
<td>None</td>
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<tr>
<td>RADIO</td>
<td>None</td>
<td></td>
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<tr>
<td>ARE WEATHER REPORTS AVAILABLE</td>
<td>Yes, by telephone from Boston</td>
<td></td>
</tr>
<tr>
<td>AIRWAY TELTYPE</td>
<td>No</td>
<td>VISUAL TRAFFIC CONTROL</td>
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</table>

7. **METEOROLOGICAL DATA**

<table>
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<th>METEOROLOGICAL DATA</th>
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<th>Summer</th>
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<td>N.W.</td>
<td>W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>19.4</td>
<td>14.36</td>
<td>15.50</td>
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<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>45.13</td>
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<td>TEMPERATURE, maximum</td>
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<td>TEMPERATURE, minimum</td>
<td>-20.0</td>
<td>-20.0</td>
<td>33.0</td>
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REMARKS: Data compiled with assistance of staff of Clark University Weather Station at Worcester and climatological reports of U.S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 15 year period.

8. **LANDING STRIPS**

| LANDING STRIPS | None |

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

<table>
<thead>
<tr>
<th>DIRECTION</th>
<th>LENGTH</th>
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<tbody>
<tr>
<td>N - S</td>
<td>2600 ft.</td>
</tr>
<tr>
<td>SE - NW</td>
<td>3000 ft.</td>
</tr>
<tr>
<td>NE - SW</td>
<td>2300 ft.</td>
</tr>
<tr>
<td>E - W</td>
<td>2300 ft.</td>
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</tbody>
</table>
10. **RUNWAYS**

None

11. **APRONs AND TAXIWAYS**

Gravel in front of hangars

12. **HANGARS**

- One 60' x 70' Metal hangar with cement floor (includes office) hangar door 60' x 12'.
- One 60' x 60' Metal hangar with cement floor hangar door 60' x 12'.
- One 35' x 35' Metal hangar with cement floor hangar door 35' x 12'.

13. **ADMINISTRATION OR OTHER BUILDINGS**

Concession  25' x 25' x 15'  Wooden building

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

50' Trees to South
Hangars and 30' trees to North

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  Yes

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th>STANDARD CIRCLE</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME PAINTED ON HANGAR</td>
<td>&quot;Grafton Airport&quot; and &quot;Worcester Airport&quot; on roof.</td>
</tr>
<tr>
<td>OTHER MARKINGS</td>
<td>None</td>
</tr>
<tr>
<td>WIND DIRECTION INDICATOR</td>
<td>8' Sock  ILLUMINATED</td>
</tr>
<tr>
<td>ARE OBSTRUCTIONS MARKED</td>
<td>No  LIGHTED</td>
</tr>
<tr>
<td>ARE LANDING STRIPS OR RUNWAYS LIGHTED</td>
<td>No</td>
</tr>
</tbody>
</table>

17. **LIGHTING**

None
GREAT BARRINGTON, MASSACHUSETTS

1. **NAME OF AIRPORT**  Great Barrington Airport  **CLASS**  Commercial

   **OWNER**  Andrew L. Somers, Monterey, Mass., and Brooklyn, N. Y.
   **LESSEE**  None
   **OPERATOR**  Gus Graf, Canaan, Connecticut

2. **LOCATION**

   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  3 miles West

   **LANDMARKS**  On State Road #69

   **AIRLINE DISTANCE FROM CENTER OF CITY**  2 miles West

   **DISTANCE BY ROAD FROM POST OFFICE**  3 miles

   **NAME AND LOCATION OF ROAD TO NEAREST TOWN**  Route #69 to Route #17 to Great Barrington

   **LATITUDE**  42°11'22"  **LONGITUDE**  73°24'00"
   **ALTITUDE ABOVE SEA LEVEL**  726 feet

3. **DESCRIPTION**

   **SHAPE**  Triangular  **DIMENSIONS**  E & W 2500 ft.  N & S 1800 ft.  N.E. & S.W. 2600 ft.

   **TOTAL AREA OF FIELD**  63 Acres

   **AREA AVAILABLE FOR LANDING AND TAKING-OFF**  47.9 Acres

   **TYPE OF SOIL**  Gravel  **GRADIENT**  Level

   **NATURE OF SURFACE**  Sod

   **IS IT AN ALL-WAY FIELD**  No  **IS LANDING AREA FENCED**  On S.E. side only.

   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**  No

   **IS THIS PROPERTY ZONED**  No

   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**  To the East about 2800 ft.

4. **DRAINAGE**

   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM**  Natural

   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**  Yes

   **DOES WATER STAND ON FIELD**  Yes, in Spring only

   **IS FIELD SUBJECT TO PERIODIC FLOODING**  No

   **IS FIELD USEABLE DURING THAWS**  Yes
5. SERVICE

SERVICING—Day: Yes, Night: No

REPAIRS: Day only

REPAIR FACILITIES—Engine: Major (winter only), Minor (days)
Aircraft: Major (winter only), Minor (days)

(Remarks: Student activity prevents Major repairs in Summer)

GASOLINE: Yes, OCTANE RATING: 73%
ARE SPARE PARTS AVAILABLE: Yes, limited
HANGAR STORAGE CHARGES: $1.00 and up
ADMINISTRATION BUILDING: No
REST ROOMS: Yes
RESTAURANT: Yes
IS RAILROAD SIDING AT AIRPORT: No
TRANSPORTATION TO CITY: Private car and taxi

FIRST AID: Yes, FIRE APPARATUS: Yes

6. COMMUNICATION

TELEPHONE CONNECTION: No
RADIO: No
NEAREST BROADCASTING STATIONS:
WBZA - Springfield - 990 K.C.
WSPR - Springfield - 1140 K.C.

ARE WEATHER REPORTS AVAILABLE: Yes, from Albany and Springfield
AIRWAY TELETYPE: No
VISUAL TRAFFIC CONTROL: No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
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<td>W.</td>
<td>W.</td>
<td>W.</td>
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REMARKS: Data obtained from Cooperative Weather Bureau Station at Pittsfield, Mass., and climatological reports of the U. S. Weather Bureau. Climatological data taken over 10 year period. Wind data taken over 10 years.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

E. - W. 2500 ft.
10. **RUNWAYS**

   None

11. **APRONS AND TAXIWAYS**

   None

12. **HANGARS**

   One 60' x 60' Unheated metal hangar with dirt floor
       Hangar door 60' x 16'

13. **ADMINISTRATION OR OTHER BUILDINGS**

   None

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   60' Trees on East
   70' Trees on South

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

   Yes

16. **MARKING AND IDENTIFICATION**

   **STANDARD CIRCLE**
   Yes, but grown over

   **NAME PAINTED ON HANGAR**
   "Berkshire Airways"

   **OTHER MARKINGS**
   None

   **WIND DIRECTION INDICATOR**
   8' Sock ILLUMINATED No

   **ARE OBSTRUCTIONS MARKED**
   No LIGHTED No

   **ARE LANDING STRIPS OR RUNWAYS LIGHTED**
   No

17. **LIGHTING**

   None
HANOVER, MASSACHUSETTS

1. NAME OF AIRPORT  Clark Airport  CLASS  Commercial
   OWNER  W. M. Clark, National Fireworks Co., W. Hanover, Mass.
   LESSEE  None
   OPERATOR  East Coast Airways, Winter Street, W. Hanover, Mass.
              (F. J. Bedell)

2. LOCATION
   DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY  4 miles West
   LANDMARKS
     164 ft. Watertower painted aluminum with yellow bands ½ mile N.W.
     164 ft. Watertower painted aluminum with yellow bands ¼ miles N.E.
   AIRLINE DISTANCE FROM CENTER OF CITY  3 miles
   DISTANCE BY ROAD FROM POST OFFICE  4 miles
   NAME AND LOCATION OF ROAD TO NEAREST TOWN
      Winter Street is adjacent to airport and leads North to West
      Hanover and then East to Hanover.
      LATITUDE 42°06'00"  LONGITUDE 70°52'00"
      ALTITUDE ABOVE SEA LEVEL 74 feet

3. DESCRIPTION
   SHAPE  Irregular
   TOTAL AREA OF FIELD  49.5 Acres
   AREA AVAILABLE FOR LANDING AND TAKING-OFF  36.3 Acres
   TYPE OF SOIL  Sand, loam and gravel  GRADIENT  Level
   NATURE OF SURFACE  Sod
   IS IT AN ALL-WAY FIELD  Yes  IS LANDING AREA FENCED  Yes
   SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR  Yes
   IS THIS PROPERTY ZONED  No
   IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION  To E and S.E.

4. DRAINAGE
   WHAT TYPE IS PRESENT DRAINAGE SYSTEM  Natural
   IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS  Yes
   DOES WATER STAND ON FIELD  No  FIELD USEABLE DURING THAWS  Yes
   IS FIELD SUBJECT TO PERIODIC FLOODING  No
5. SERVICE

SERVICING—Day  Yes  Night  No
REPAIRS  On call
REPAIR FACILITIES—Engine  Major and minor
Aircraft  Major and minor
GASOLINE  Yes  OCTANE RATING  73%
ARE SPARE PARTS AVAILABLE  No
HANGAR STORAGE CHARGES  $10.00 to $15.00 per month. $1.00 per night
ADMINISTRATION BUILDING  Yes  REST ROOMS  Yes  RESTAURANT  No
IS RAILROAD SIDING AT AIRPORT  No
TRANSPORTATION TO CITY  Furnished on call
FIRST AID  Yes  FIRE APPARATUS  Yes

6. COMMUNICATION

TELEPHONE CONNECTION  Yes
RADIO  East Coast Airways  WAQX  278 K.C. All day and 7 to 9 P.M.
3105 K.C. All day and 7 to 9 P.M.
Air traffic receiving and transmitting range 50 miles.
NEAREST BROADCASTING STATIONS  WEEI - Boston - 590 K.C.
WNAC - Boston - 1230 K.C.
WAAB - Boston - 1410 K.C.
ARE WEATHER REPORTS AVAILABLE  Yes, by telephone from Boston
AIRWAY TELETYPEx  No  VISUAL TRAFFIC CONTROL  No

7. METEOROLOGICAL DATA

| +------------+--------------+--------------+--------------+---------------+--------------+--------------+---------------|
| PREVAILING WIND DIRECTION | W. | N.W. | W. | N.W. | S.W. | Winter | Summer |
| PREVAILING WIND PERCENTAGE | 22.2 | 21.2 | 27.5 | 27.2 | 22.5 | |
| RAINFALL AVERAGE, inches | 40.85 | 13.19 | 13.23 | |
| TEMPERATURE, maximum | 104.0 | 71.0 | 104.0 | |
| TEMPERATURE, minimum | -19.0 | -19.0 | 32.0 | |

REMARKS: Wind data as taken from Weather Station at Blue Hills 15 miles N.W. of airport.
Data compiled from information furnished by office of City Engineer, Brockton, and climatological reports of the U.S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 10 year period.

8. LANDING STRIPS  None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W.  2100 ft.
N. - S.  1700 ft.
N.W. - S.E.  1300 ft.
E. - W.  1200 ft.
10. **RUNWAYS**

   None

11. **APRONS AND TAXIWAYS**

   None

12. **HANGARS**

   One 60'x40' Metal hangar with concrete floor, hangar door 60'x12'
   One 40'x40' Metal hangar with concrete floor, hangar door 40'x12'
   One 30'x30' Wooden hangar with dirt floor, hangar door 30'x12'

   2 Metal hangars built on concrete underpinnings. Hangars unheated.

13. **ADMINISTRATION OR OTHER BUILDINGS**

   Office building 32'x24'x25' Wooden construction (2 story frame
   house includes living quarters and radio office.)

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   60' Trees to N.E.
   30' Hill between N.E.-S.W. and N.-S. take-off directions
   50' Trees to South
   Two 50' antenna towers at rear of hangars.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  Yes

16. **MARKING AND IDENTIFICATION**

   STANDARD CIRCLE  No

   NAME PAINTED ON HANGAR  "Clark Airport, Hanover, Mass."

   OTHER MARKINGS  "SHELL" 6' red letters on aluminum background
   on South side of wooden hangar.
   "EAST COAST AIRWAYS" 30 inch black letters on yellow over doors on metal hangars.

   WIND DIRECTION INDICATOR 8' Sock  ILLUMINATED  No

   ARE OBSTRUCTIONS MARKED  No  LIGHTED  No

   ARE LANDING STRIPS OR RUNWAYS LIGHTED  No

17. **LIGHTING**

   None
HAVERHILL, MASSACHUSETTS

1. NAME OF AIRPORT

Haverhill Airport

CLASS Commercial

OWNER E. L. Walker, 34 Pleasant Street, Bradford, Mass.


2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 2 1/2 miles N.E.

LANDMARKS Reservoir 1/2 mile South. "Haverhill" and arrow on gas storage tank in Haverhill

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles N.E.

DISTANCE BY ROAD FROM POST OFFICE 2 1/2 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN Newton Road connecting with Route #110 to Haverhill on West side of airport.

LATITUDE 42°48'15"  LONGITUDE 70°03'14.5"

ALTITUDE ABOVE SEA LEVEL 125 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 52.6 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 25.6 Acres

TYPE OF SOIL Sandy loam

GRADIENT Level

NATURE OF SURFACE Sod

IS IT AN ALL-WAY FIELD Yes

IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION S.E. 1000 ft. and South 2000 ft.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD SUBJECT TO PERIODIC FLOODING No

IS FIELD USEABLE DURING THAWS Yes
5. **SERVICE**

<table>
<thead>
<tr>
<th>Service</th>
<th>Day</th>
<th>Night</th>
<th>On call</th>
</tr>
</thead>
<tbody>
<tr>
<td>Servicing</td>
<td>Yes</td>
<td></td>
<td></td>
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<tr>
<td>Repairs</td>
<td>Days only</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Repair Facilities</td>
<td>Engine Minor</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Aircraft Major and minor</td>
<td></td>
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</tr>
</tbody>
</table>

- Gasoline: Yes
- Octane Rating: 73%
- Are spare parts available: No
- Hangar Storage Charges: No facilities
- Administration Building: Yes
- Rest Rooms: Yes
- Restaurant: No
- Is railroad siding at airport: No
- Transportation to city: By taxi 50¢
- First Aid: Yes
- Fire Apparatus: Yes

6. **COMMUNICATION**

- Telephone connection: Yes
- Radio: None
- Nearest broadcasting stations:
  - WLLH - Lowell - 1370 K.C.
  - WLAW - Lawrence 680 K.C.
- Are weather reports available: Yes, by telephone from Boston
- Airway teletype: No
- Visual traffic control: No

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th>Data</th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
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</thead>
<tbody>
<tr>
<td>Prevailing wind direction</td>
<td>N.W.</td>
<td>S.W.</td>
<td>N.W.</td>
</tr>
<tr>
<td>Prevailing wind percentage</td>
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<tr>
<td>Rainfall average, inches</td>
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<td>Temperature, maximum</td>
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<td>104.0</td>
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<tr>
<td>Temperature, minimum</td>
<td>-19.0</td>
<td>-19.0</td>
<td>31.0</td>
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REMARKS: Data obtained from Weather Station, City Hall, Haverhill, and climatological reports from U. S. Weather Bureau. Climatological data taken over an 8 year period. Wind data taken over an 11 year period.

8. **LANDING STRIPS**

None

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

- N. - S. 1350 ft.
- E. - W. 1000 ft.
- S.E. - N.W. 1800 ft.
10. **RUNWAYS**

- None

11. **APRONS AND TAXIWAYS**

- None

12. **HANGARS**

- None

13. **ADMINISTRATION OR OTHER BUILDINGS**

- Office: 15' x 10' x 7½' Wood construction

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

- 100' Hill to N. E.
- 60' Trees to S. E.
- 90' Chimney to South
- 95' Hill to S. W.
- 25' Power line to N. W.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

- No

16. **MARKING AND IDENTIFICATION**

- **STANDARD CIRCLE**: No
- **NAME PAINTED ON HANGAR**: No
- **OTHER MARKINGS**: None
- **WIND DIRECTION INDICATOR**: 8ft, Sock, ILLUMINATED No
- **ARE OBSTRUCTIONS MARKED**: No, LIGHTED No
- **ARE LANDING STRIPS OR RUNWAYS LIGHTED**: No

17. **LIGHTING**

- None
HINGHAM, MASSACHUSETTS

1. **NAME OF AIRPORT**  Bayside Airport  **CLASS**  Commercial  
**OWNER**  Estate of Peter B. Bradley, Hingham, Mass.  

2. **LOCATION**  
**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  1 1/2 miles N.W.  
**LANDMARKS**  Back River on North boundary of field, Bradley  
Fertilizer Plant 1 mile N.E.  
**AIRLINE DISTANCE FROM CENTER OF CITY**  1 1/2 miles  
**DISTANCE BY ROAD FROM POST OFFICE**  2 miles  
**NAME AND LOCATION OF ROAD TO NEAREST TOWN**  Airport is on Lincoln  
Street, (Route 3A) to Hingham.  
**LATITUDE**  42°15'00"  **LONGITUDE**  70°55'00"  
**ALTITUDE ABOVE SEA LEVEL**  25 feet  

3. **DESCRIPTION**  
**SHAPE**  Irregular  
**TOTAL AREA OF FIELD**  47.9 Acres  
**AREA AVAILABLE FOR LANDING AND TAKING-OFF**  37.4 Acres  
**TYPE OF SOIL**  Loam and gravel  **GRADIENT**  Level  
**NATURE OF SURFACE**  Sod  
**IS IT AN ALL-WAY FIELD**  Yes  **IS LANDING AREA FENCED**  No  
**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**  Yes  
**IS THIS PROPERTY ZONED**  No  
**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**  
To N.E. and East, 5000 feet  

4. **DRAINAGE**  
**WHAT TYPE IS PRESENT DRAINAGE SYSTEM**  Natural  
**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**  Yes  
**DOES WATER STAND ON FIELD**  No  
**IS FIELD SUBJECT TO PERIODIC FLOODING**  No  
**IS FIELD USEABLE DURING THAWS**  Yes
5. SERVICE

SERVICING—Day Yes Night No

REPAIRS Yes, major and minor

REPAIR FACILITIES—Engine Yes Aircraft Yes

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE Yes HANGAR STORAGE CHARGES $12.50 per month and up

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By bus service

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO Receiving set only

NEAREST BROADCASTING STATIONS WEEI - Boston - 590 K.C.

WNAC - Boston - 1230 K.C.

WAAB - Boston - 1410 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPEx No

VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

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<th>Prevailing Wind Direction</th>
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<th>Winter</th>
<th>Summer</th>
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<td>N.W.</td>
<td>16.7</td>
<td>N.W.</td>
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<td>-18.0</td>
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REMARKS: Data obtained from records of the U. S. Weather Bureau, Boston.

Climatological data taken over a 13 year period.

Wind data taken over a 7 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

S.E. - N.W. 2150', S.W. - N.E. 1050', E. - W. 1350'

Unlimited area for seaplanes on Back River, West and North of field.
10. **RUNWAYS**

None

11. **APRONS AND TAXWAYS**

None

12. **HANGARS**

One 50' x 100' Wooden hangar
One 40' x 80' Wooden hangar

Sheltered basin for seaplanes North and West of field

13. **ADMINISTRATION OR OTHER BUILDINGS**

One wooden structure 14' x 26'

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

40' Trees on N.E. and East sides of airport
30' Telephone poles on South side of airport

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES** Yes

16. **MARKING AND IDENTIFICATION**

STANDARD CIRCLE No
NAME PAINTED ON HANGAR "Bayside Airport"
OTHER MARKINGS None
WIND DIRECTION INDICATOR 15' Wind Sock ILLUMINATED No
ARE OBSTRUCTIONS MARKED No LIGHTED No
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. **LIGHTING**

None
LEOMINSTER, MASSACHUSETTS

1. **NAME OF AIRPORT** Fitchburg & Leominster Airport  **CLASS** Commercial
   
   **OWNER** Thomas Crocker, 3rd, Fitchburg, Mass.
   
   **LESSEE** Cities of Leominster and Fitchburg for 5 years to 1939
   

2. **LOCATION**
   
   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 2½ miles
   North of Leominster and 2½ miles S.E. of Fitchburg
   
   
   **AIRLINE DISTANCE FROM CENTER OF CITY** 2 miles from either Leominster or Fitchburg
   
   **DISTANCE BY ROAD FROM POST OFFICE** 2½ miles from either Leominster or Fitchburg
   
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** Crawford Street to Leominster and Fitchburg to East of airport
   
   **LATITUDE** 42°33'25" **LONGITUDE** 71°45'35"
   **ALTITUDE ABOVE SEA LEVEL** 300 feet

3. **DESCRIPTION**
   
   **SHAPE** Irregular
   
   **TOTAL AREA OF FIELD** 12½ Acres
   
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 73 Acres
   
   **TYPE OF SOIL** Gravel over clay  **GRADIENT** Level
   
   **NATURE OF SURFACE** Grass and weeds
   
   **IS IT AN ALL-WAY FIELD** No  **IS LANDING AREA FENCED** No
   
   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** To the S.E. and N.W.
   
   **IS THIS PROPERTY ZONED** No
   
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** To the S.E. and N.W. about 1000 feet

4. **DRAINAGE**
   
   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural, also tile and stone drains
   
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes
   
   **IS FIELD SUBJECT TO PERIODIC FLOODING** No, except in extreme floods, as in 1936
   
   **IS FIELD USEABLE DURING THAWS** No
## SERVICE

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<th>Day</th>
<th>Night</th>
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<td>REPAIRS Days</td>
<td>Nights by appointment</td>
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<tr>
<td>REPAIR FACILITIES—Engine</td>
<td>Major and minor</td>
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<tr>
<td>Aircraft</td>
<td>Major and minor</td>
<td></td>
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<tr>
<td>GASOLINE</td>
<td>Yes</td>
<td>OCTANE RATING 73%</td>
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<td>ARE SPARE PARTS AVAILABLE</td>
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<tr>
<td>HANGAR STORAGE CHARGES</td>
<td>$1.00 and up</td>
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<td>ADMINISTRATION BUILDING</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>REST ROOMS</td>
<td>Yes</td>
<td>RESTAURANT No</td>
</tr>
<tr>
<td>IS RAILROAD SIDING AT AIRPORT</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>TRANSPORTATION TO CITY</td>
<td>By taxi, 50% to Leominster, 10 minutes</td>
<td></td>
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<tr>
<td></td>
<td>By taxi, 75% to Fitchburg, 10 minutes</td>
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<tr>
<td>FIRST AID</td>
<td>Yes</td>
<td>FIRE APPARATUS Yes</td>
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## COMMUNICATION

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<tr>
<th>Communication</th>
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<tbody>
<tr>
<td>TELEPHONE CONNECTION</td>
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</tr>
<tr>
<td>RADIO</td>
<td>No</td>
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<tr>
<td>NEAREST BROADCASTING STATIONS</td>
<td>WTAG - Worcester - 590 K.C.</td>
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<tr>
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<td>WORC - Worcester - 1280 K.C.</td>
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<td>ARE WEATHER REPORTS AVAILABLE</td>
<td>Yes, by telephone from Boston</td>
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<tr>
<td>AIRWAY TELETYPY</td>
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<td>VISUAL TRAFFIC CONTROL</td>
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## METEOROLOGICAL DATA

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<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>N.W.</td>
<td>N.W.</td>
<td>N.W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>43.5</td>
<td>51.3</td>
<td>35.4</td>
</tr>
<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>43.61</td>
<td>15.45</td>
<td>11.97</td>
</tr>
<tr>
<td>TEMPERATURE, maximum</td>
<td>98.0</td>
<td>73.0</td>
<td>98.0</td>
</tr>
<tr>
<td>TEMPERATURE, minimum</td>
<td>-16.0</td>
<td>-16.0</td>
<td>29.0</td>
</tr>
</tbody>
</table>

**REMARKS:** Data obtained from Fitchburg Sewage Disposal Plant, Lunenburg, Mass., and from climatological reports of U. S. Weather Bureau. Climatological data taken over a 13 year period. Wind data taken over a 10 year period.

## LANDING STRIPS

None

## USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

<table>
<thead>
<tr>
<th>Direction</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.W. - S.E.</td>
<td>2200 ft.</td>
</tr>
<tr>
<td>N. - S.</td>
<td>2600 ft.</td>
</tr>
</tbody>
</table>
10. **RUNWAYS**

   None

11. **APRONS AND TAXIWAYS**

   None

12. **HANGARS**

   Two 60' x 60' steel hangars with cement floors.
   Hangar doors 60' x 11'. Hangars unheated.

13. **ADMINISTRATION OR OTHER BUILDINGS**

   Office building 18' x 12' x 10' Wooden construction

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   Hills, trees and chimneys, 50 to 150 feet high, surrounding field.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

   Yes, except for heavy snow

16. **MARKING AND IDENTIFICATION**

   STANDARD CIRCLE Yes
   NAME PAINTED ON HANGAR "Fitchburg-Leominster Airport" on hangar roof.
   OTHER MARKINGS Usual landing area limits are lined by cones
   WIND DIRECTION INDICATOR Two 8' Socks ILLUMINATED No
   ARE OBSTRUCTIONS MARKED No LIGHTED No
   ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. **LIGHTING**

   None
1. NAME OF AIRPORT Boltz Field  CLASS Commercial
   OWNER Fred Boltz, 600 South Main Street, Mansfield, Mass.
   LESSEE None
   OPERATOR Not in operation at present

2. LOCATION
   DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 2 miles S.E.
   LANDMARKS Single track railroad, 500 feet East of field.
   Reservoir ½ mile South of field.
   AIRLINE DISTANCE FROM CENTER OF CITY 1 mile
   DISTANCE BY ROAD FROM POST OFFICE 2 miles
   NAME AND LOCATION OF ROAD TO NEAREST TOWN
   Fruit Street at North edge of field, leads to Rt. 140 to Mansfield
   LATITUDE 42°00'15"  LONGITUDE 71°12'00"
   ALTITUDE ABOVE SEA LEVEL 140 feet

3. DESCRIPTION
   SHAPE Irregular
   TOTAL AREA OF FIELD 65 Acres
   AREA AVAILABLE FOR LANDING AND TAKING-OFF 42 Acres
   TYPE OF SOIL Sandy loam  GRADIENT Level
   NATURE OF SURFACE Part sod and part under cultivation
   IS IT AN ALL-WAY FIELD Yes  IS LANDING AREA FENCED Partly
   SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR
   Yes, to South
   IS THIS PROPERTY ZONED No
   IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION
   To the E 300', S 2000', W 1500', N.W. 800' and S.E. 1200'.

4. DRAINAGE
   WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural
   IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes
   DOES WATER STAND ON FIELD No
   IS FIELD SUBJECT TO PERIODIC FLOODING No
   IS FIELD USEABLE DURING THAWS Yes, except that part of field which is plowed.
5. SERVICE

SERVICING—Day No Night No

REPAIRS No

REPAIR FACILITIES—Engine No Aircraft No

GASOLINE Yes, in town OCTANE RATING 78%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES No hangars available. Two barns formerly used.

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY Private car or taxi

FIRST AID No FIRE APPARATUS No

6. COMMUNICATION

TELEPHONE CONNECTION No

RADIO No

NEAREST BROADCASTING STATIONS WNAC - Boston - 1230 K.C.

WEEI - Boston - 590 K.C.

WNBH - New Bedford - 1310 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPY No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

PREVAILING WIND DIRECTION S.W. N.W. N.W. S.W.

PREVAILING WIND PERCENTAGE 21.2 20.4 27.4 26.3

RAINFALL AVERAGE, inches

TEMPERATURE, maximum 98.0 73.0 98.0

TEMPERATURE, minimum -24.0 -24.0 21.0

REMARKS: Data obtained from office of Taunton Water Works and climatological reports of U. S. Weather Bureau.

Climatological data taken over an 11 year period.

Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 1600'
E. - W. 1300'
N.W.-S.E. 1500'
10. **RUNWAYS**
   
   None

11. **APRONS AND TAXIWAYS**
   
   None

12. **HANGARS**
   
   None  Two barns were used for storage. Space for one plane in each barn.

13. **ADMINISTRATION OR OTHER BUILDINGS**
   
   Two wooden barns 50' x 40' In fair condition

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**
   
   Two 50' barns at N.W. border of field
   40' Telephone pole line at North border of field
   50' Trees at N.E. border of field
   50' Trees at W. border of field

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  No

16. **MARKING AND IDENTIFICATION**
   
   **STANDARD CIRCLE**  No
   **NAME PAINTED ON HANGAR**  None
   **OTHER MARKINGS**  None
   **WIND DIRECTION INDICATOR**  No  **ILLUMINATED**  No
   **ARE OBSTRUCTIONS MARKED**  No  **LIGHTED**  No
   **ARE LANDING STRIPS OR RUNWAYS LIGHTED**  No

17. **LIGHTING**
   
   None

18. **SEAPLANE BASE**
   
   It is possible for seaplanes to land on Reservoir, South of field.
LOCATION MAP

BOLTZ FIELD
MANSFIELD MASS

PLATE 57
1. **NAME OF AIRPORT** Marlboro Airport  
**CLASS** Commercial  
**OWNER** Mrs. Gomezes, Farny Road, Marlborough, Mass.  
**LESSEE** Charles H. Spaulding, 15 Gates Avenue, Hudson, Mass.  
**OPERATOR** Charles H. Spaulding, 15 Gates Avenue, Hudson, Mass.

2. **LOCATION**  
**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 23/4 miles East  
**LANDMARKS** Metropolitan Reservoir is South of airport  
**AIRLINE DISTANCE FROM CENTER OF CITY** 13/4 miles  
**DISTANCE BY ROAD FROM POST OFFICE** 23/4 miles  
**NAME AND LOCATION OF ROAD TO NEAREST TOWN** Farm road adjacent to airport, connecting with Route #20 to Marlborough  
**LATITUDE** 42°20'20"  
**LONGITUDE** 71°31'00"  
**ALTITUDE ABOVE SEA LEVEL** 255 feet

3. **DESCRIPTION**  
**SHAPE** Irregular  
**TOTAL AREA OF FIELD** 22 Acres  
**AREA AVAILABLE FOR LANDING AND TAKING-OFF** 18 Acres  
**TYPE OF SOIL** Loam over gravel  
**GRADIENT** 0.75% S.W. - N.E.  
**NATURE OF SURFACE** Sod  
**IS IT AN ALL-WAY FIELD** No  
**IS LANDING AREA FENCED** No  
**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** No  
**IS THIS PROPERTY ZONED** No  
**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** Limited by terrain.

4. **DRAINAGE**  
**WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural  
**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes  
**DOES WATER STAND ON FIELD** No  
**FIELD USEABLE DURING THAW** Yes  
**IS FIELD SUBJECT TO PERIODIC FLOODING** No
5. SERVICE

SERVICING—Day Yes Night No

REPAIRS Minor repairs available day only

REPAIR FACILITIES—Engine Minor only
Aircraft None

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES $1.50 per night

ADMINISTRATION BUILDING Office only REST ROOMS Yes

IS RAILROAD SIDING AT AIRPORT No RESTAURANT No

TRANSPORTATION TO CITY By bus and taxi service

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes
RADIO No

NEAREST BROADCASTING STATIONS WORC - Worcester - 1280 K.C.
WTAG - Worcester - 580 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
AIRWAY TELTYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>W.</td>
<td>N.W.</td>
<td>W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>19.4</td>
<td></td>
<td></td>
</tr>
<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>45.13</td>
<td>14.36</td>
<td>15.50</td>
</tr>
<tr>
<td>TEMPERATURE, maximum</td>
<td>99.0</td>
<td>70.0</td>
<td>99.0</td>
</tr>
<tr>
<td>TEMPERATURE, minimum</td>
<td>-20.0</td>
<td>-20.0</td>
<td>33.0</td>
</tr>
</tbody>
</table>

REMARKS: Meteorological data obtained from Clark University, Worcester, and climatological reports of the U. S. Weather Bureau.
Climatological data taken over a period of 13 years.
Wind data taken over a period of 15 years.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 1640’ x 300’
N.E. - S.W. 1330’ x 300’
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One Concrete Hangar 45' x 45' with cement floor. Unheated.

13. **ADMINISTRATION OR OTHER BUILDINGS**

Two metal garages 12' x 20'
One concrete office building 10' x 10'
One wooden outdoor lavatory 6' x 18'

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

House 30' high located 200' N.W. of field in line with N.W.-S.E. landing direction.
Pole lines 25' high across S.W. end of N.E.-S.W. landing direction.
Hill to East and scattered buildings to West of airport.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Not in winter

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th>Standard Circle</th>
<th>Grass circle</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name Painted on Hangar</td>
<td>Marlboro on roof</td>
</tr>
<tr>
<td>Other Markings</td>
<td>None</td>
</tr>
<tr>
<td>Wind Direction Indicator</td>
<td>6' Wind Cone ILLUMINATED No</td>
</tr>
<tr>
<td>Are Obstructions Marked</td>
<td>No LIGHTED No</td>
</tr>
<tr>
<td>Are Landing Strips or Runways Lighted</td>
<td>No</td>
</tr>
</tbody>
</table>

17. **LIGHTING**

None
1. **NAME OF AIRPORT** Fairacres Field  
   CLASS Emergency Landing Field  
   **OWNER** Eva H. Lewis, Elm Street, Medfield, Mass.  
   **LESSEE** None  
   **OPERATOR** None  

2. **LOCATION**  
   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 1 1/4 miles S.E.  
   **LANDMARKS** Airport is North of and adjacent to N.Y.N.H. & H. R.R.  
   **AIRLINE DISTANCE FROM CENTER OF CITY** 1 mile  
   **DISTANCE BY ROAD FROM POST OFFICE** 1 1/2 miles  
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** Elm Street to South Street to Medfield  
   **LATITUDE** 42° 10' 25"  
   **LONGITUDE** 70° 17' 15"  
   **ALTITUDE ABOVE SEA LEVEL** 160 feet  

3. **DESCRIPTION**  
   **SHAPE** Irregular  
   **TOTAL AREA OF FIELD** 39 Acres  
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 34.5 Acres  
   **TYPE OF SOIL** Loam  
   **GRADIENT** Level  
   **NATURE OF SURFACE** Sod  
   **IS IT AN ALL-WAY FIELD** Yes  
   **IS LANDING AREA FENCED** No  
   **IS SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** Yes, on North side and part of East side  
   **IS THIS PROPERTY ZONED** No  
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** North and East  

4. **DRAINAGE**  
   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural  
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes  
   **DOES WATER STAND ON FIELD** No  
   **IS FIELD SUBJECT TO PERIODIC FLOODING** No  
   **IS FIELD USEABLE DURING THAWS** Yes
5. **SERVICE**

**SERVICING**—Day No Night No

**REPAIRS** No

**REPAIR FACILITIES**—Engine No Aircraft No

**GASOLINE** None

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES No hangars

**ADMINISTRATION BUILDING** None

**REST ROOMS** None

**RESTAURANT** None

**IS RAILROAD SIDING AT AIRPORT** No

**TRANSPORTATION TO CITY** By private car or taxi, on call

**FIRST AID** No **FIRE APPARATUS** No

6. **COMMUNICATION**

**TELEPHONE CONNECTION** In owner's house

**RADIO** No

**NEAREST BROADCASTING STATIONS**

WBZ - Boston - 990 K.C.

WEEI - Boston - 590 K.C.

**ARE WEATHER REPORTS AVAILABLE** By telephone from Boston

**AIRWAY TELETEYPE** No **VISUAL TRAFFIC CONTROL** No

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th>Prevailing Wind Direction</th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>W.</td>
<td>22.2</td>
<td>21.7</td>
<td>27.5</td>
</tr>
<tr>
<td>N.W.</td>
<td>22.7</td>
<td>27.2</td>
<td>22.5</td>
</tr>
<tr>
<td>N.E.</td>
<td>13.19</td>
<td>13.23</td>
<td></td>
</tr>
<tr>
<td>E.</td>
<td>104.0</td>
<td>104.0</td>
<td></td>
</tr>
<tr>
<td>S.E.</td>
<td>-19.0</td>
<td>-19.0</td>
<td>32.0</td>
</tr>
<tr>
<td>S.W.</td>
<td></td>
<td></td>
<td></td>
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</tbody>
</table>

**REMARKS:** Data obtained from Climatological Reports of U. S. Weather Bureau.

Climatological data taken over a 13 year period.

Wind data taken over a 10 year period from weather station at Blue Hill 10 miles E.N.E. of field.

8. **LANDED STRIP** None

9. **USUAL TAKE-OFF and LANDING DIRECTIONS AND LENGTHS**

<table>
<thead>
<tr>
<th></th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.W. - S.E.</td>
<td>1950'</td>
</tr>
<tr>
<td>N.E. - S.W.</td>
<td>1000'</td>
</tr>
<tr>
<td>E. - W.</td>
<td>2000'</td>
</tr>
</tbody>
</table>
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

None

13. **ADMINISTRATION OR OTHER BUILDINGS**

None except owner's house

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

30 foot trees on S.W., South and East Railroad telegraph line adjacent on South border of field

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Not in winter

16. **MARKING AND IDENTIFICATION**

- **STANDARD CIRCLE**  No
- **NAME PAINTED ON HANGAR**  No
- **OTHER MARKINGS**  None
- **WIND DIRECTION INDICATOR**  None  **ILLUMINATED**  No
- **ARE OBSTRUCTIONS MARKED**  No  **LIGHTED**  No
- **ARE LANDING STRIPS OR RUNWAYS LIGHTED**  No

17. **LIGHTING**

None
1. **NAME OF AIRPORT**  
Mendon Airport  
**CLASS**  
Commercial

<table>
<thead>
<tr>
<th><strong>OWNER</strong></th>
<th><strong>LESSEE</strong></th>
<th><strong>OPERATOR</strong></th>
</tr>
</thead>
</table>

2. **LOCATION**

**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  
½ mile South

**LANDMARKS**  
Lake Nipmuck is ½ mile S. W. of airport

**AIRLINE DISTANCE FROM CENTER OF CITY**  
½ mile to Mendon

**DISTANCE BY ROAD FROM POST OFFICE**  
½ mile to Mendon Post Office

**NAME AND LOCATION OF ROAD TO NEAREST TOWN**  
Airport is at intersection of Emerson Street and Route #126 to Mendon

**LATITUDE**  
42°06'00"  
**LONGITUDE**  
71°33'42"  
**ALTITUDE ABOVE SEA LEVEL**  
450 feet

3. **DESCRIPTION**

**SHAPE**  
Irregular

**TOTAL AREA OF FIELD**  
77.0 Acres

**AREA AVAILABLE FOR LANDING AND TAKING-OFF**  
34.5 Acres

**TYPE OF SOIL**  
Loam and clay  
**GRADIENT**  
1.6% N and S. 2.25% E and W.

**NATURE OF SURFACE**  
Sod

**IS IT AN ALL-WAY FIELD**  
Yes  
**IS LANDING AREA FENCED**  
Yes, on N.W. side.

**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**  
No

**IS THIS PROPERTY ZONED**  
No

**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**  
S 600', SW 950'

4. **DRAINAGE**

**WHAT TYPE IS PRESENT DRAINAGE SYSTEM**  
2000 ft. of stone drains

**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**  
Yes

**DOES WATER STAND ON FIELD**  
Yes, in South corner after heavy rain

**IS FIELD SUBJECT TO PERIODIC FLOODING**  
Yes, during heavy rainfall

**IS FIELD USEABLE DURING THAWS**  
No
5. SERVICE

SERVICING--Day On call Night On call

REPAIRS Day and night on call

REPAIR FACILITIES--Engine Minor only

Aircraft None

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES $1.00 per day

ADMINISTRATION BUILDING Yes REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By bus or taxi

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO None

NEAREST BROADCASTING STATIONS WTAG - Worcester - 580 K.C.

WORC - Worcester - 1280 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

WEATHER BUREAU STATION At airport

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>W.</td>
<td>N.W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>19.4</td>
<td>14.36</td>
</tr>
<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>45.13</td>
<td>14.36</td>
</tr>
<tr>
<td>TEMPERATURE, maximum</td>
<td>92.0</td>
<td>70.1</td>
</tr>
<tr>
<td>TEMPERATURE, minimum</td>
<td>-20.0</td>
<td>-20.0</td>
</tr>
</tbody>
</table>

REMARKS: Airway weather observer at Mendon Airport makes observations as to ceiling, visibility, wind direction and velocity, temperature, humidity and barometric pressure. These reports are transmitted to the Airway Weather Bureau Station at East Boston Airport.

Climatological data taken over a 13 year period.

Wind data taken over a 15 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

<table>
<thead>
<tr>
<th>Direction</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>N - S</td>
<td>1500 ft.</td>
</tr>
<tr>
<td>E - W</td>
<td>1100 ft.</td>
</tr>
<tr>
<td>WSW - ENE</td>
<td>900 ft.</td>
</tr>
<tr>
<td>NW - SE</td>
<td>1800 ft.</td>
</tr>
<tr>
<td>WNW - ESE</td>
<td>1400 ft.</td>
</tr>
</tbody>
</table>
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One 110' x 36' wooden hangar with metal roof and wood floor. Unheated. Hangar door 10'8" x 48'.

13. **ADMINISTRATION OR OTHER BUILDINGS**

- Office Building 18' x 18' Two stories
- Repair Shop 28' x 28' x 28' Wooden construction

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

- 27' Telephone and electric pole lines on Route #126.
- Trees and house at West and N.W. edges of airport.
- 30' Electric light pole line and 40' trees on Emerson Street, East and N. E. of airport.
- Stone wall for 500' along East side of N.W.-S.E. direction at S.E. end.
- Brush and scrub growth across S.E. end and running for 200' along West side of K.W.-S.E. direction.
- Brush at South end of N.-S. direction also running for 200' along West side of same.
- Brush and 30' trees along S.W. side of airport.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Except in winter

16. **MARKING AND IDENTIFICATION**

- **STANDARD CIRCLE** No
- **NAME PAINTED ON HANGAR** "Mendon" also North arrow on roof
- **OTHER MARKINGS** None
- **WIND DIRECTION INDICATOR** Sock ILLUMINATED No
- **ARE OBSTRUCTIONS MARKED** No LIGHTED No
- **ARE LANDING STRIPS OR RUNWAYS LIGHTED** No

17. **LIGHTING**

None
1. **NAME OF AIRPORT**
   - Turners Falls Airport

   **CLASS** Municipal

   **OWNER** Town of Montague, Mass.

   **LESSEE** None

   **OPERATOR** Town of Montague, Mass.

2. **LOCATION**

   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 1 3/4 miles S.E. of Turners Falls section of Montague, and 3 1/2 miles East of Greenfield

   **LANDMARKS** Bend in Connecticut River to N.W.

   **AIRLINE DISTANCE FROM CENTER OF CITY** 1 3/4 miles to Turners Falls

   **DISTANCE BY ROAD FROM POST OFFICE** 2 miles to Turners Falls Post Office

   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** Route 2A to Millers Falls and Turners Falls on South of field

   **LATITUDE** 42°35'40"  **LONGITUDE** 72°32'00"

   **ALTITUDE ABOVE SEA LEVEL** 350 feet

3. **DESCRIPTION**

   **SHAPE** Very irregular

   **TOTAL AREA OF FIELD** 227 Acres

   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 133 Acres

   **TYPE OF SOIL** Sandy loam

   **GRADIENT** Level

   **NATURE OF SURFACE** Rolled sod

   **IS IT AN ALL-WAY FIELD** Yes

   **IS LANDING AREA FENCED** No

   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** No

   **IS THIS PROPERTY ZONED** No

   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** None

4. **DRAINAGE**

   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural and some artificial

   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes

   **DOES WATER STAND ON FIELD** No

   **IS FIELD SUBJECT TO PERIODIC FLOODING** No

   **IS FIELD USEABLE DURING THAWS** Yes
5. **SERVICE**  This airport is under construction and will have service when completed.

**SERVICING**--Day  

**REPAIRS**

**REPAIR FACILITIES**—Engine

**Aircraft**

**GASOLINE**  Yes, in Turners Falls  
**ARE SPARE PARTS AVAILABLE**  None  
**HANGAR STORAGE CHARGES**  No storage to date  
**ADMINISTRATION BUILDING**  No  
**REST ROOMS**  No  
**RESTAURANT**  No  
**IS RAILROAD SIDING AT AIRPORT**  No  
**TRANSPORTATION TO CITY**  None  
**FIRST AID**  None  
**FIRE APPARATUS**  None

6. **COMMUNICATION**

**TELEPHONE CONNECTION**  No  
**RADIO**  No  
**NEAREST BROADCASTING STATIONS**

- WBZA - Springfield - 990 K.C.
- WSPR - Springfield - 1110 K.C.

**ARE WEATHER REPORTS AVAILABLE**  Yes, by telephone from Boston and Springfield  
**AIRWAY TELETYP**  No  
**VISUAL TRAFFIC CONTROL**  No

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
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<tr>
<td><strong>PREVAILING WIND DIRECTION</strong></td>
<td>N.W.</td>
<td>N.W.</td>
<td>S.W.</td>
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<td><strong>PREVAILING WIND PERCENTAGE</strong></td>
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<td><strong>TEMPERATURE, minimum</strong></td>
<td>-22.0</td>
<td>-22.0</td>
<td>28.0</td>
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</tbody>
</table>

**REMARKS:**  Data furnished by City Engineer at Montague, Mass.  
Climatological data taken over a 13 year period.  
Wind data taken over unknown period.

8. **LANDING STRIPS**

<p>| | | | |</p>
<table>
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<tr>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>One</td>
<td>N-S</td>
<td>500 x 3500 ft.</td>
<td>Rolled sod.</td>
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<tr>
<td>One</td>
<td>E-W</td>
<td>500 x 3000 ft.</td>
<td>Rolled sod.</td>
</tr>
<tr>
<td>One</td>
<td>NE-SW</td>
<td>500 x 3250 ft.</td>
<td>Rolled sod.</td>
</tr>
</tbody>
</table>

There is one 2200 ft. diameter all-way circle in center.

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

2200 ft. diameter all-way graded and rolled sod circle in center of airport.
10. **RUNWAYS**

   None

11. **APRONS AND TAXIWAYS**

   None. To be constructed later.

12. **HANGARS**

   None. Proposed.

13. **ADMINISTRATION OR OTHER BUILDINGS**

   None. Proposed.

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   266 ft. hill one mile East of airport, 616 ft. above sea level

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES** Yes

16. **MARKING AND IDENTIFICATION**

   **STANDARD CIRCLE** No
   
   **NAME PAINTED ON HANGAR** To be painted on roof
   
   **OTHER MARKINGS** None
   
   **WIND DIRECTION INDICATOR** Tee ILLUMINATED No
   
   **ARE OBSTRUCTIONS MARKED** No LIGHTED No
   
   **ARE LANDING STRIPS OR RUNWAYS LIGHTED** No

17. **LIGHTING**

   Complete lighting system is planned for use when construction is completed.
LOCATION MAP

TURNERS FALLS AIRPORT
MONTAGUE MASS

PLATE 95
TURNERS FALLS AIRPORT
MONTAGUE, MASS.

PLATE 96
NANTUCKET, MASSACHUSETTS

1. NAME OF AIRPORT     Nobadeer Airport    CLASS    Commercial
OWNER     Alexander Hagner, Broadview, Warrenton, Virginia
LESSEE    None
OPERATOR Alexander Hagner, Broadview, Warrenton, Virginia
           (Managed by David Robb, Nantucket, Mass. in Summer)

2. LOCATION
DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY 2 3/8 miles S.E.
LANDMARKS Two radio towers one mile South of field
AIRLINE DISTANCE FROM CENTER OF CITY 2 miles to Nantucket
DISTANCE BY ROAD FROM POST OFFICE 2 3/8 miles to Nantucket Post Office
NAME AND LOCATION OF ROAD TO NEAREST TOWN State highway is
3500' North of airport and leads to Nantucket
LATITUDE 41°15'24"   LONGITUDE 70°04'00"
ALTITUDE ABOVE SEA LEVEL 15 feet

3. DESCRIPTION
SHAPE     Irregular
TOTAL AREA OF FIELD 72 Acres
AREA AVAILABLE FOR LANDING AND TAKING-OFF 45.5 Acres
TYPE OF SOIL Sand   GRADIENT Level
NATURE OF SURFACE Sod
IS IT AN ALL-WAY FIELD Yes    IS LANDING AREA FENCED Yes, to North and West
SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No
IS THIS PROPERTY ZONED No
IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION 1600' East on
land owned by airport, plus 1000' by fill, 1000' West by fill
and 1000' South by grading

4. DRAINAGE
WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural
IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes
DOES WATER STAND ON FIELD No
IS FIELD SUBJECT TO PERIODIC FLOODING No
IS FIELD USEABLE DURING THAWS Yes
5. SERVICE

SERVICING—Day Yes, during summer only Night No

REPAIRS Minor repairs only during summer

REPAIR FACILITIES—Engine Minor repairs only during summer

Aircraft Minor repairs only during summer

GASOLINE Yes OCTANE RATING 73 and 80%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES Occupied. Outside storage $1.50 per night

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WNBN - New Bedford - 1310 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, from Boston or Newark, N.J.

AIRWAY TELETYPING No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
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<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>S.W.</td>
<td>W.</td>
<td>S.W.</td>
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<tr>
<td>PREVAILING WIND PERCENTAGE</td>
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<td>TEMPERATURE, minimum</td>
<td>-6.0</td>
<td>-6.0</td>
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REMARKS: Data obtained from U. S. Weather Bureau Station at Nantucket.
Climatological data: Annual taken over an 80 year period, winter and summer taken over a 13 year period. Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S. 2250 ft.
N.E. - S.W. 1800 ft.
E. - W. 1100 ft.
N.W. - S.E. 1500 ft.
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One hangar, wooden structure, 30' x 50'.
New 100' x 100' hangar planned to be erected in the Spring of 1938.

13. **ADMINISTRATION OR OTHER BUILDINGS**

None

Administration building to be erected.
At present, use is made of old bus body.

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

50' Telephone pole line and house, barn and silo at N.W. end of airport.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Yes

16. **MARKING AND IDENTIFICATION**

**STANDARD CIRCLE**
Yes

**NAME PAINTED ON HANGAR**
"Nobadeer"

**OTHER MARKINGS**
"Nobadeer" on barn roof

**WIND DIRECTION INDICATOR**
8' Sock ILLUMINATED
Yes

**ARE OBSTRUCTIONS MARKED**
Yes

**LIGHTED**
Red obstruction light on roof of house

**ARE LANDING STRIPS OR RUNWAYS LIGHTED**
No

17. **LIGHTING**

None, except hangar is floodlighted.
NEW BEDFORD, MASSACHUSETTS

1. **NAME OF SEAPLANE OR AMPHIBIAN BASE**
   New Bedford Seaplane Base (PROPOSED)
   
   **CLASS** Municipal
   **OWNER** City of New Bedford, Mass.
   **LESSEE** None
   **OPERATOR** City of New Bedford, Mass.

2. **DESCRIPTION OF SEAPLANE OR AMPHIBIAN BASE OR ANCHORAGE**
   
   **DIRECTION AND DISTANCE TO NEAREST CITY** ½ mile E. of New Bedford
   **LATITUDE** 41°39'00"  **LONGITUDE** 70°55'30"
   
   **BODY OF WATER IN WHICH LOCATED** Acushnet River, New Bedford Harbor
   **LANDING AND TAKE-OFF AREA** Acushnet River is 3900' wide at Seaplane Base and it is 2 miles to New Bedford Harbor and Buzzards Bay. Proposed to keep landing area clear of craft at all times
   
   **DEPTl OF WATER:**
   - **HIGH TIDE** 33.6 ft.
   - **LOW TIDE** 30.0 ft.
   - **CURRENT** Tide
   **OBSTRUCTIONS**
   - City of New Bedford buildings
   **PERIOD BASE IS NOT AVAILABLE FOR USE:**
   - **ICE PERIOD**
   - **FOG PERIOD**
   **FACILITIES:**
   - **RAMP**
   - **HAULING OUT EQUIPMENT**
   - **MORRING BUOYS, IF AND HOW MARKED**
   **LIGHTS** Proposed
   **SERVICE** Proposed
   **FUEL**
   **COMMUNICATION SYSTEM:** Not yet installed
   - **RADIO**
   - **TELEPHONE**
   **NEAREST BROADCASTING STATION** WNBH - New Bedford - 1310 KC
   **WEATHER REPORTS** Yes, by telephone from Boston
### METEOROLOGICAL DATA

<table>
<thead>
<tr>
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<th>Summer</th>
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<td>N.W.</td>
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<td>TEMPERATURE, minimum</td>
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**REMARKS:** Data obtained from the Weather Station at New Bedford and the U. S. Weather Bureau climatological reports. Climatological data taken over a 13 year period. Wind data taken over a 10 year period.
1. **NAME OF AIRPORT** Plum Island Airport  **CLASS** Commercial
   
   **OWNER** Eliza B. Little, Newburyport, Mass.
   **LESSEE** Warren F. Frothingham, Salisbury, Mass.
   **OPERATOR** Polando Air Service

2. **LOCATION**
   
   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 2 miles S.E. of Newburyport
   **LANDMARKS** South of Merrimack River Basin
   **AIRLINE DISTANCE FROM CENTER OF CITY** 1½ miles to Newburyport
   **DISTANCE BY ROAD FROM POST OFFICE** 2 miles to Newburyport Post Office
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** Airport is on South side of Plum Island Road which leads to Newburyport
   
   **LATITUDE** 42°47'40"  **LONGITUDE** 70°50'25"
   **ALTITUDE ABOVE SEA LEVEL** 15 feet

3. **DESCRIPTION**
   
   **SHAPE** Irregular
   **TOTAL AREA OF FIELD** 19 Acres
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 9 Acres
   **TYPE OF SOIL** Sand and gravel  **GRADIENT** Level
   **NATURE OF SURFACE** Sod
   **IS IT AN ALL-WAY FIELD** Yes  **IS LANDING AREA FENCED** Yes, fence and ditch
   **IS SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** Yes, by owner
   **IS THIS PROPERTY ZONED** No
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** West 2000' and S.E. by fill of ditch and marsh land

4. **DRAINAGE**
   
   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes
   **DOES WATER STAND ON FIELD** No
   **IS FIELD SUBJECT TO PERIODIC FLOODING** No
   **IS FIELD USEABLE DURING THAWS** Yes
5. SERVICE

SERVICING—Day Yes Night No

REPAIRS Day only

REPAIR FACILITIES—Engine Minor repairs only

Aircraft Minor repairs only

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE No

HANGAR STORAGE CHARGES $1.50 per 24 hours

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By taxi

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION No

RADIO No

NEAREST BROADCASTING STATIONS WLLH - Lowell - 1370 K.C.

WЛАW - Lawrence 680 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPHE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
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<th>Summer</th>
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<td>N.W.</td>
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<td>-19.0</td>
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REMARKS: Data obtained from Coast Guard Station #20 and from the climatological reports of the U. S. Weather Station at Haverhill, Mass. Climatological data taken over an 8 year period. Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

E. - W. 1600 ft.
N. - S. 1100 ft.
N.W. - S.E. 1100 ft.
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One 43' x 43' Wooden hangar with metal sides and gravel floor

13. **ADMINISTRATION OR OTHER BUILDINGS**

None

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

30' Pole line on East border of field

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  Yes

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th>Item</th>
<th>Description</th>
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<tbody>
<tr>
<td>STANDARD CIRCLE</td>
<td>No</td>
</tr>
<tr>
<td>NAME PAINTED ON HANGAR</td>
<td>No</td>
</tr>
<tr>
<td>OTHER MARKINGS</td>
<td>Burley &amp; Stevens Factory, 2 1/2 miles N. W. of airport, has directional arrow to airport and &quot;Newburyport&quot; on roof</td>
</tr>
<tr>
<td>WIND DIRECTION INDICATOR</td>
<td>8' Cone ILLUMINATED Yes</td>
</tr>
<tr>
<td>ARE OBSTRUCTIONS MARKED</td>
<td>No LIGHTED No</td>
</tr>
<tr>
<td>ARE LANDING STRIPS OR RUNWAYS LIGHTED</td>
<td>No</td>
</tr>
</tbody>
</table>

17. **LIGHTING**

Code beacon, code ...- in center of Easterly side of field

No other lighting except wind cone.
LOCATION MAP
PLUM ISLAND AIRPORT
NEWBURY MASS
PLATE 69
PLUM ISLAND AIRPORT
NEWBURY, MASS.

PLATE 70
1. NAME OF AIRPORT

Lawrence Airport

CLASS Municipal

OWNER City of Lawrence, Mass.

LESSEE

OPERATOR (Airport under construction)

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY

2½ miles N. E. of Lawrence

LANDMARKS Between Merrimac River and Great Pond

AIRLINE DISTANCE FROM CENTER OF CITY 2 miles from Lawrence

DISTANCE BY ROAD FROM POST OFFICE 2½ miles from Lawrence Post Office

NAME AND LOCATION OF ROAD TO NEAREST TOWN Road from airport to Route 125 to Lawrence

LATITUDE 42°43'00" LONGITUDE 71°07'00"

ALTITUDE ABOVE SEA LEVEL 155 feet

3. DESCRIPTION

SHAPE Irregular

TOTAL AREA OF FIELD 315 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF 38.8 Acres

TYPE OF SOIL Clay and gravel

GRADIENT 1.5%

NATURE OF SURFACE Sod, and to have macadam runways with clay and gravel shoulders

IS IT AN ALL-WAY FIELD No

IS LANDING AREA FENCED No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR No

IS THIS PROPERTY ZONED No

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION None

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM Natural with some concrete and tile drains

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS Yes

DOES WATER STAND ON FIELD No

IS FIELD USEABLE DURING THAWS Yes

IS FIELD SUBJECT TO PERIODIC FLOODING No
5. **SERVICE**  
No service until completed

**SERVICING**—Day Night

**REPAIRS**

**REPAIR FACILITIES**—Engi ne

**Aircraft**

**GASOLINE** OCTANE RATING
**ARE SPARE PARTS AVAILABLE**
**HANGAR STORAGE CHARGES**

**ADMINISTRATION BUILDING REST ROOMS RESTAURANT**
**IS RAILROAD SIDING AT AIRPORT** No
**TRANSPORTATION TO CITY** By taxi, 50¢, 10 minutes

**FIRST AID FIRE APPARATUS**

6. **COMMUNICATION**  
No communication until completed

**TELEPHONE CONNECTION**
**RADIO**
**NEAREST BROADCASTING STATIONS** WLLH - Lowell - 1370 K.C.  
WLAW - Lawrence 680 K.C.

**ARE WEATHER REPORTS AVAILABLE** Yes
**AIRWAY TELETYPE VISUAL TRAFFIC CONTROL**

7. **METEOROLOGICAL DATA**

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<td><strong>TEMPERATURE, minimum</strong></td>
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<td>-20.0</td>
<td>32.0</td>
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**REMARKS:** Data obtained from Cooperative Weather Station at Lawrence and climatological reports of U. S. Weather Bureau. Climatological data taken over a 13 year period. Wind data taken over a 11 year period.

8. **LANDING STRIPS**

One N.W. - S.E. 3000' x 300' Macadam 100'. Rest gravel and clay
One N.E. - S.W. 2800' x 300' Macadam 100'. Rest gravel and clay

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

None
10. **RUNWAYS**
   One NW - SE 2850' x 100' Stabilized base and crushed stone top
   One NE - SW 2600' x 100' Stabilized base and crushed stone top

11. **APRONS AND TAXWAYS**
   Taxi Strips between Runways 50' x 1200' Macadam. 75' of gravel on each side. Area square yards 6,666. Good condition.

12. **HANGARS**
   No hangars until completed

13. **ADMINISTRATION OR OTHER BUILDINGS**
   No buildings until completed

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**
   Trees at S. W. end of N.E. - S.W. Runways, 50' to 60' high and pole line lower than trees.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  Yes

16. **MARKING AND IDENTIFICATION**  No markings until completed
   STANDARD CIRCLE
   NAME PAINTED ON HANGAR
   OTHER MARKINGS
   WIND DIRECTION INDICATOR 8' Sock ILLUMINATED
   ARE OBSTRUCTIONS MARKED LIGHTED
   ARE LANDING STRIPS OR RUNWAYS LIGHTED

17. **LIGHTING**
   No lighting until completed.
1. **NAME OF AIRPORT**  LaFleur Airport  
   **CLASS**  Commercial

   **OWNER**  L. L. LaFleur, King Street, Northampton, Mass.

   **LESSEE**  LaFleur Airport & Flying Service, Inc., Northampton

   **OPERATOR**  L. L. LaFleur  
   **MANAGER**  Donald Hood, Northampton

2. **LOCATION**

   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  3/5 mile N.E.

   **LANDMARKS**  3 Steel bridges to N.W.  Fairground and race track to S.W.  Connecticut River is North of airport.

   **AIRLINE DISTANCE FROM CENTER OF CITY**  3/5 mile N.E.

   **DISTANCE BY ROAD FROM POST OFFICE**  1 mile

   **NAME AND LOCATION OF ROAD TO NEAREST TOWN**  Dirt road from airport to Route #9 to Northampton.

   **LATITUDE**  42°19'30"  
   **LONGITUDE**  72°36'36"

   **ALTITUDE ABOVE SEA LEVEL**  120 feet

3. **DESCRIPTION**

   **SHAPE**  Very irregular

   **TOTAL AREA OF FIELD**  58 Acres

   **AREA AVAILABLE FOR LANDING AND TAKING-OFF**  49 Acres

   **TYPE OF SOIL**  Sandy loam  
   **GRADIENT**  Level

   **NATURE OF SURFACE**  Sod

   **IS IT AN ALL-WAY FIELD**  Yes  
   **IS LANDING AREA FENCED**  No

   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**  No

   **IS THIS PROPERTY ZONED**  No

   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**  
   South 1 mile, North 1000 ft., and West 1500 ft.

4. **DRAINAGE**

   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM**  Natural

   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**  Yes

   **DOES WATER STAND ON FIELD**  No

   **IS FIELD SUBJECT TO PERIODIC FLOODING**  No, except during flood periods as in the Spring of 1936

   **IS FIELD USEABLE DURING THAWS**  Yes
5. SERVICE

<table>
<thead>
<tr>
<th>Service</th>
<th>Day</th>
<th>Night</th>
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<tbody>
<tr>
<td>Servicing</td>
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<td>Yes</td>
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<tr>
<td>Repairs</td>
<td>Day and night</td>
<td></td>
</tr>
<tr>
<td>Repair Facilities</td>
<td>Engine</td>
<td>Minor only</td>
</tr>
<tr>
<td></td>
<td>Aircraft</td>
<td>Minor only</td>
</tr>
<tr>
<td>Gasoline</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Available Spare Parts</td>
<td>For minor repairs only</td>
<td></td>
</tr>
<tr>
<td>Hangar Storage Charges</td>
<td>$1.50 to $2.00 per night</td>
<td></td>
</tr>
<tr>
<td>Administration Building</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Rest Rooms</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Restaurant</td>
<td>No</td>
<td></td>
</tr>
<tr>
<td>Transportation TO City</td>
<td>By taxi, 50¢, 5 minutes. By bus, 10¢.</td>
<td></td>
</tr>
<tr>
<td>First Aid</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Fire Apparatus</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

6. COMMUNICATION

<table>
<thead>
<tr>
<th>Communication</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Telephone Connection</td>
<td></td>
</tr>
<tr>
<td>Radio C. N. DeRose, W1CNO, Amateur Radio Station N.E. of field</td>
<td></td>
</tr>
<tr>
<td>operated on 10 and 160 m bands</td>
<td></td>
</tr>
<tr>
<td>Nearest Broadcasting Stations</td>
<td>WSPR - Springfield - 1140 K.C.</td>
</tr>
<tr>
<td></td>
<td>WBZA - Springfield - 990 K.C.</td>
</tr>
<tr>
<td>Weather reports available</td>
<td></td>
</tr>
<tr>
<td>By radio and telephone from</td>
<td></td>
</tr>
<tr>
<td>Boston and Springfield</td>
<td></td>
</tr>
<tr>
<td>Airway Teletype</td>
<td>No</td>
</tr>
<tr>
<td>Visual Traffic Control</td>
<td>No</td>
</tr>
</tbody>
</table>

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th>Prevailing Wind Direction</th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.W.</td>
<td>N.W.</td>
<td>35.5</td>
<td>22.2</td>
</tr>
<tr>
<td>N.E.</td>
<td>27.4</td>
<td>12.96</td>
<td>16.21</td>
</tr>
<tr>
<td>S.W.</td>
<td></td>
<td>41.68</td>
<td>100.0</td>
</tr>
<tr>
<td>S.E.</td>
<td></td>
<td></td>
<td>26.0</td>
</tr>
</tbody>
</table>

| Rainfall Average, inches   | 100.0  | 12.96  | 16.21  |
| Temperature, maximum      |        | 74.0   | 100.0  |
| Temperature, minimum      | -22.0  | -22.0  | 26.0   |

Remarks: Data obtained from U. S. Weather Bureau Station at Amherst College, and climatological reports of the U. S. Weather Bureau. Climatological data taken over a 13 year period. Winds data taken over a 13 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

<table>
<thead>
<tr>
<th>Direction</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>N.W. - S.E.</td>
<td>2400 ft.</td>
</tr>
<tr>
<td>E. - W.</td>
<td>2000 ft.</td>
</tr>
<tr>
<td>N. - S.</td>
<td>850 ft.</td>
</tr>
<tr>
<td>N.E. - S.W.</td>
<td>1100 ft.</td>
</tr>
</tbody>
</table>
10. **RUNWAYS**  
None

11. **APRONS AND TAXIWAYS**  
None

12. **HANGARS**  
One 64' x 64' Wooden hangar with cement floor  
Hangar door 62' x 10'. Unheated.

13. **ADMINISTRATION OR OTHER BUILDINGS**  
One 28' x 14' x 8' Wooden building abutting hangar

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**  
50 ft. radio antenna poles N. E. of field

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  
Yes

16. **MARKING AND IDENTIFICATION**  
STANDARD CIRCLE  
No

NAME PAINTED ON HANGAR  "Northampton" on roof

OTHER MARKINGS  "LaFleur Airport" on side of hangar and on roof.

WIND DIRECTION INDICATOR 14 ft. Sock  ILLUMINATED  No

ARE OBSTRUCTIONS MARKED  No  LIGHTED  No

ARE LANDING STRIPS OR RUNWAYS LIGHTED  No

17. **LIGHTING**  
One, 16", 500 watt fixed single end beacon mounted on hangar and used as a floodlight. 500 Watt floodlights on either side of hangar.

18. **REMARKS:**  
Taxiway to the river from airport with sheltered cove for seaplane anchorage.
1. **NAME OF AIRPORT** Orange and Athol Airport  
**CLASS** Municipal

**OWNER** Towns of Athol and Orange

**LESSEE** George W. Lake, Athol, Mass.

**OPERATOR** George W. Lake, Athol, Mass.

2. **LOCATION**

**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** $\frac{3}{2}$ miles S.W. of Athol and $2\frac{1}{2}$ miles S.E. of Orange

**LANDMARKS** None

**AIRLINE DISTANCE FROM CENTER OF CITY** 2 miles from Orange

**DISTANCE BY ROAD FROM POST OFFICE** 2 miles from Orange Post Office

**NAME AND LOCATION OF ROAD TO NEAREST TOWN** E. River Street to Orange and Athol on East side of field

**LATITUDE** 42°31'00"  
**LONGITUDE** 72°17'00"

**ALTITUDE ABOVE SEA LEVEL** 550 feet

3. **DESCRIPTION**

**SHAPE** Very irregular

**TOTAL AREA OF FIELD** 107.5 Acres

**AREA AVAILABLE FOR LANDING AND TAKING-OFF** 80 Acres

**TYPE OF SOIL** Gravel  
**GRADIENT** 3.5% on North portion and .9% average on remainder

**NATURE OF SURFACE** Sod and gravel

**IS IT AN ALL-WAY FIELD** Yes  
**IS LANDING AREA FENCED** No

**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** No

**IS THIS PROPERTY ZONED** No

**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** None

4. **DRAINAGE**

**WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural

**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes

**DOES WATER STAND ON FIELD** No

**IS FIELD SUBJECT TO PERIODIC FLOODING** No, except in extreme floods as in 1936

**IS FIELD USEABLE DURING THAWs** Yes
5. SERVICE

SERVICING—Day No Night No

REPAIRS No

REPAIR FACILITIES—Engine No Aircraft No

GASOLINE Yes, in Orange and Athol OCTANE RATING 73 and 80%
ARE SPARE PARTS AVAILABLE No
HANGAR STORAGE CHARGES $1.00 per night. $8.00 per month.
ADMINISTRATION BUILDING Yes REST ROOMS No RESTAURANT No
IS RAILROAD SIDING AT AIRPORT No
TRANSPORTATION TO CITY None

FIRST AID No FIRE APPARATUS None

6. COMMUNICATION

TELEPHONE CONNECTION Yes
RADIO None
NEAREST BROADCASTING STATIONS WTAG - Worcester - 580 K.C.
WORC - Worcester - 1260 K.C.

ARE WEATHER REPORTS AVAILABLE By telephone from Boston and Springfield.
AIRWAY TELETYPYME No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>N.W.</td>
<td>N.W.</td>
<td>N.W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>43.5</td>
<td>51.3</td>
<td>35.4</td>
</tr>
<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>43.61</td>
<td>15.4</td>
<td>14.97</td>
</tr>
<tr>
<td>TEMPERATURE, maximum</td>
<td>98.0</td>
<td>73.0</td>
<td>98.0</td>
</tr>
<tr>
<td>TEMPERATURE, minimum</td>
<td>-16.0</td>
<td>-16.0</td>
<td>29.0</td>
</tr>
</tbody>
</table>

REMARKS: Data obtained from Fitchburg Sewage Disposal Plant, Lunenburg, Mass., and climatological reports from the U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 2700 ft.
E. - W. 2500 ft.
N.W. - S.E. 2300 ft.
10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 35' x 20' with 35' x 12' door. Wood with dirt floor
One 50' x 20' with 50' x 12' door. Wood with dirt floor
One (private) (Estey) Not heated.

13. ADMINISTRATION OR OTHER BUILDINGS

Office 12' x 12' x 8' Wood

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

40' Pole line to North on East River Street
Trees surround entire field

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES Yes

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE Yes
NAME PAINTED ON HANGAR No
OTHER MARKINGS None
WIND DIRECTION INDICATOR 3' Vane ILLUMINATED No
ARE OBSTRUCTIONS MARKED No LIGHTED No
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None
1. **NAME OF AIRPORT**  Valley Airport  **CLASS**  Commercial
   **OWNER**  John Tobias, Valley Airport, Old Enfield Rd., Palmer, Mass.
   **LESSEE**  Hagberg Flying Service, Old Enfield Road, Palmer, Mass.
   **OPERATOR**  Hagberg Flying Service, Old Enfield Road, Palmer, Mass.

2. **LOCATION**
   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  7 miles
   North of Palmer and 6 miles S.W. of Ware
   **LANDMARKS**  Pattaquattic Hill 1\(\frac{1}{2}\) miles E.  Pattaquattic Pond 1 mile
   S.S.E.  Forest Lake 1\(\frac{1}{2}\) miles S.S.E.  Enfield Dike 4 miles N.  Boston & Albany Railroad and Ware River on E. boundary.
   **AIRLINE DISTANCE FROM CENTER OF CITY**  5 miles from Palmer and 4.5 miles from Ware
   **DISTANCE BY ROAD FROM POST OFFICE**  7 miles from Palmer and 5 miles from Ware Post Office
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN**  Adjacent to Route #32, Ware to Palmer
   **LATITUDE**  42°13'00"  **LONGITUDE**  72°19'00"
   **ALTITUDE ABOVE SEA LEVEL**  400 feet

3. **DESCRIPTION**
   **SHAPE**  Irregular
   **TOTAL AREA OF FIELD**  47 Acres
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF**  26 Acres
   **TYPE OF SOIL**  Gravel  **GRADIENT**  Level
   **NATURE OF SURFACE**  Sod
   **IS IT AN ALL-WAY FIELD**  Yes  **IS LANDING AREA FENCED**  No
   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**  Yes
   **IS THIS PROPERTY ZONED**  No
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**  N., E and W if road is relocated.

4. **DRAINAGE**
   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM**  Natural
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**  Yes
   **DOES WATER STAND ON FIELD**  No
   **IS FIELD SUBJECT TO PERIODIC FLOODING**  No
   **IS FIELD USEABLE DURING THAWS**  Yes
5. **SERVICE**

<table>
<thead>
<tr>
<th>Service</th>
<th>Day</th>
<th>Night</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>SERVICING</strong></td>
<td>Yes, on call from Springfield</td>
<td>No</td>
</tr>
<tr>
<td><strong>REPAIRS</strong></td>
<td>Days only</td>
<td></td>
</tr>
<tr>
<td><strong>REPAIR FACILITIES</strong></td>
<td>Engine</td>
<td>Major and minor</td>
</tr>
<tr>
<td></td>
<td>Aircraft</td>
<td>Major and minor</td>
</tr>
<tr>
<td><strong>GASOLINE</strong></td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>ARE SPARE PARTS AVAILABLE</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>HANGAR STORAGE CHARGES</strong></td>
<td>$10.00 to $15.00 per month</td>
<td></td>
</tr>
<tr>
<td><strong>ADMINISTRATION BUILDING</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>REST ROOMS</strong></td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>RESTAURANT</strong></td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td><strong>IS RAILROAD SIDING AT AIRPORT</strong></td>
<td>No</td>
<td></td>
</tr>
<tr>
<td><strong>TRANSPORTATION TO CITY</strong></td>
<td>By taxi to Palmer, $2.25, 15 minutes.</td>
<td></td>
</tr>
<tr>
<td><strong>FIRST AID</strong></td>
<td>Emergency kit only</td>
<td></td>
</tr>
<tr>
<td><strong>FIRE APPARATUS</strong></td>
<td>Hand extinguishers</td>
<td></td>
</tr>
</tbody>
</table>

6. **COMMUNICATION**

| **TELEPHONE CONNECTION** | Yes |       |
| **RADIO** | No |       |
| **NEAREST BROADCASTING STATIONS** |
| WBZA - Springfield | 990 K.C. |     |
| WSFR - Springfield | 1140 K.C. |     |
| WORC - Worcester | 1280 K.C. |     |
| WTAG - Worcester | 580 K.C. |     |

| **ARE WEATHER REPORTS AVAILABLE** | Yes, by telephone from Airway Weather Station at Springfield Airport |       |
| **AIRWAY TELETYPE** | No |       |
| **VISUAL TRAFFIC CONTROL** | No |       |

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PREVAILING WIND DIRECTION</strong></td>
<td>W.</td>
<td>N.W.</td>
</tr>
<tr>
<td><strong>PREVAILING WIND PERCENTAGE</strong></td>
<td>19.4</td>
<td>19.36</td>
</tr>
<tr>
<td><strong>RAINFALL AVERAGE, inches</strong></td>
<td>45.13</td>
<td>45.36</td>
</tr>
<tr>
<td><strong>TEMPERATURE, maximum</strong></td>
<td>99.0</td>
<td>70.1</td>
</tr>
<tr>
<td><strong>TEMPERATURE, minimum</strong></td>
<td>-20.0</td>
<td>-20.0</td>
</tr>
</tbody>
</table>

**REMARKS:** Data compiled with the assistance of the staff of Clark University Weather Station at Worcester and from the climatological reports of the U. S. Weather Bureau. Climatological data taken over a 13 year period. Wind data taken over a 15 year period.

8. **LANDING STRIPS**

None

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. - S.</td>
<td>1550 ft.</td>
</tr>
<tr>
<td>N. W. - S.E.</td>
<td>1150 ft.</td>
</tr>
<tr>
<td>N. E. - S.W.</td>
<td>1600 ft.</td>
</tr>
</tbody>
</table>
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One 50' x 70' Wooden hangar, dirt floor, unheated.
Hangar door 70' x 12'

13. **ADMINISTRATION OR OTHER BUILDINGS**

Office Building 12' x 12' x 8' Wooden construction
(Ell on hangar)

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

60' Trees to South. Hangar, house and farm buildings to West.
50' Trees to N. E. Hill 200' above level of field, 1500' North

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Except during winter

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th>STANDARD CIRCLE</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME PAINTED ON HANGAR</td>
<td>&quot;Valley Airport&quot; &quot;Palmer, Mass.&quot; on roof.</td>
</tr>
<tr>
<td>OTHER MARKINGS</td>
<td>None</td>
</tr>
<tr>
<td>WIND DIRECTION INDICATOR</td>
<td>10' Sock</td>
</tr>
<tr>
<td>ARE OBSTRUCTIONS MARKED</td>
<td>No</td>
</tr>
<tr>
<td>ARE LANDING STRIPS OR RUNWAYS LIGHTED</td>
<td>No</td>
</tr>
</tbody>
</table>

17. **LIGHTING**

None
1. NAME OF AIRPORT  Pittsfield Airport  CLASS  Commercial
    OWNER  Pittsfield Airport Corp.  (Department of Commerce
    (Intermediate Site No. 3)
    LESSEE  Bureau of Air Commerce
    OPERATOR

2. LOCATION
    DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY  1.0 mile S.W.
    of Pittsfield line
    LANDMARKS  Hill 1870 ft. 1.0 mile South.  Hill 1360 ft. 1.0 mile
    E. S. E.
    AIRLINE DISTANCE FROM CENTER OF CITY  2.25 miles from Pittsfield
    DISTANCE BY ROAD FROM POST OFFICE  2.5 miles from Pittsfield Post
    Office
    NAME AND LOCATION OF ROAD TO NEAREST TOWN  Road adjacent to air-
    port leads to Pittsfield
    LATITUDE  42°25'45"  LONGITUDE  73°17'20"
    ALTITUDE ABOVE SEA LEVEL  1100 feet

3. DESCRIPTION
    SHAPE  Cross or T  DIMENSIONS  -
    TOTAL AREA OF FIELD  14.00 Acres
    AREA AVAILABLE FOR LANDING AND TAKING-OFF  Landing strips only
    TYPE OF SOIL  Loam and gravel  GRADIENT  1% to East
    NATURE OF SURFACE  Sod
    IS IT AN ALL-WAY FIELD  No  IS LANDING AREA FENCED  No
    SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR  -
    IS THIS PROPERTY ZONED  -
    IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION  South 1000'

4. DRAINAGE
    WHAT TYPE IS PRESENT DRAINAGE SYSTEM  Stone drains
    IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS  Yes
    DOES WATER STAND ON FIELD  -  FIELD USEABLE DURING THAWS  -
    IS FIELD SUBJECT TO PERIODIC FLOODING  -
5. **SERVICE**

**SERVICING**—Day No  Night No

**REPAIRS** No

**REPAIR FACILITIES**—Engine No  Aircraft No

**GASOLINE** Yes

**ARE SPARE PARTS AVAILABLE** No

**HANGAR STORAGE CHARGES**

**ADMINISTRATION BUILDING** — **REST ROOMS** No  **RESTAURANT** No

**IS RAILROAD SIDING AT AIRPORT** —

**TRANSPORTATION TO CITY** Yes

**FIRST AID** No  **FIRE APPARATUS** No

6. **COMMUNICATION**

**TELEPHONE CONNECTION**  Nearby

**RADIO** No

**NEAREST BROADCASTING STATIONS**

**WBZA** — Springfield — 990 K.C.

**WSPR** — Springfield — 1140 K.C.

**ARE WEATHER REPORTS AVAILABLE**

**AIRWAY TELETYPY** —

**VISUAL TRAFFIC CONTROL**

7. **METEOROLOGICAL DATA**

**PREVAILING WIND DIRECTION**

**PREVAILING WIND PERCENTAGE**

**RAINFALL AVERAGE, inches**

**TEMPERATURE, maximum**

**TEMPERATURE, minimum**

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>W.</td>
<td>W.</td>
<td>W.</td>
<td>W.</td>
</tr>
<tr>
<td>32.2</td>
<td>25.1</td>
<td>39.0</td>
<td></td>
</tr>
<tr>
<td>40.38</td>
<td>11.89</td>
<td>15.60</td>
<td></td>
</tr>
<tr>
<td>101.0</td>
<td>73.0</td>
<td>101.0</td>
<td></td>
</tr>
<tr>
<td>-23.0</td>
<td>-23.0</td>
<td>28.0</td>
<td></td>
</tr>
</tbody>
</table>

**REMARKS:**

Climatological data taken over a 10 year period.

Wind data taken over a 10 year period.

8. **LANDING STRIPS**

N.W. — S.E.  300 ft. x 2600 ft.

N. — S.  300 ft. x 1650 ft.

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

None

13. **ADMINISTRATION OR OTHER BUILDINGS**

None

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

N., N.W. and S.W., houses, pole line and trees on highway.
S.E. trees.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th>Standard Circle</th>
<th>&quot;A - B 3&quot; on shed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Name Painted on Hangar</th>
<th>Lighted</th>
</tr>
</thead>
<tbody>
<tr>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Wind Direction Indicator</th>
<th>Illuminated</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
<td>-</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Are Obstructions Marked</th>
<th>Lighted</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Are Landing Strips or Runways Lighted</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

17. **LIGHTING**

Acetylene Binker on 1870' hill, 1 mile South of airport.
LOCATION MAP

BUREAU OF AIR COMMERCE—INTERMEDIATE SITE #3
PITTSFIELD MASS

PLATE 79
1. NAME OF AIRPORT   Plymouth Airport   CLASS   Commercial
   OWNER               Alton Sherman, Hyannis, Mass.
   LESSEE               None
   OPERATOR            Alton Sherman, Hyannis, Mass.

2. LOCATION
   DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY   4½ miles S.W.
   LANDMARKS           Billington Sea 2 miles East of airport
   AIRLINE DISTANCE FROM CENTER OF CITY     3 miles S.W. of Plymouth
   DISTANCE BY ROAD FROM POST OFFICE 4½ miles from Plymouth Post Office
   NAME AND LOCATION OF ROAD TO NEAREST TOWN  South Meadow Road and Summerr Street to Plymouth, and also Furnace Road connecting to Route #44 to Taunton

   LATITUDE  41°54'00"   LONGITUDE 70°14'25"
   ALTITUDE ABOVE SEA LEVEL  140 feet

3. DESCRIPTION
   SHAPE       Irregular
   TOTAL AREA OF FIELD  102.5 Acres
   AREA AVAILABLE FOR LANDING AND TAKING-OFF  25.9 Acres
   TYPE OF SOIL   Sand
   GRADIENT   Level
   NATURE OF SURFACE  Sod
   IS IT AN ALL-WAY FIELD  Yes
   IS LANDING AREA FENCED  No
   SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR  No
   IS THIS PROPERTY ZONED  No
   IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION  To S.W. 1½ miles and 50 acres to N.E.

4. DRAINAGE
   WHAT TYPE IS PRESENT DRAINAGE SYSTEM  Natural
   IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS  Yes
   DOES WATER STAND ON FIELD  No
   FIELD USEABLE DURING THAWS  Yes
   IS FIELD SUBJECT TO PERIODIC FLOODING  No
5. SERVICE

SERVICING—Day

Night

REPAIRS

None

REPAIR FACILITIES—Engine

Aircraft

GASOLINE

Yes

OCTANE RATING

73%

ARE SPARE PARTS AVAILABLE

No

HANGAR STORAGE CHARGES

No hangars

ADMINISTRATION BUILDING

None

REST ROOMS

None

RESTAURANT

None

IS RAILROAD SIDING AT AIRPORT

No

TRANSPORTATION TO CITY

By private automobile

FIRST AID

Yes

FIRE APPARATUS

Yes

6. COMMUNICATION

TELEPHONE CONNECTION

No

RADIO

No

NEAREST BROADCASTING STATIONS

WNBH - New Bedford - 1310 K.C.

WNAC - Boston - 1230 K.C.

WSAR - Fall River - 1450 K.C.

ARE WEATHER REPORTS AVAILABLE

No

AIRWAY TELETYPE

No

VISUAL TRAFFIC CONTROL

No

7. METEOROLOGICAL DATA

PREVAILING WIND DIRECTION

S.W.  N.W.  N.W.  S.W.

PREVAILING WIND PERCENTAGE 21.0  20.2  33.0  31.7

RAINFALL AVERAGE, inches 43.17  16.75  15.10

TEMPERATURE, maximum 96.0  71.0  96.0

TEMPERATURE, minimum -11.0  -11.0  21.0

REMARKS: Data obtained from records of U. S. Weather Bureau at Boston and Cooperative Weather Bureau Station at Plymouth.

Climatological data taken over a 13 year period.

Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N. - S.  1700 ft.

N.E. - S.W.  800 ft.
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

None

13. **ADMINISTRATION OR OTHER BUILDINGS**

None

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

Trees 40' high at North end of field

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

No

16. **MARKING AND IDENTIFICATION**

STANDARD CIRCLE  No

NAME PAINTED ON HANGAR  No

OTHER MARKINGS  "Plymouth" painted on shed

WIND DIRECTION INDICATOR 12' Wind Sock  ILLUMINATED  No

ARE OBSTRUCTIONS MARKED  No  LIGHTED  No

ARE LANDING STRIPS OR RUNWAYS LIGHTED  No

17. **LIGHTING**

None
1. **NAME OF AIRPORT** Provincetown Airport  
**CLASS** Municipal  

**OWNER** Commonwealth of Massachusetts  
**LESSEE** Town of Provincetown, Mass.  
**OPERATOR** Dr. E. W. Day, Commercial Street, Provincetown, Mass.

2. **LOCATION**  

**DISTANCE AND DIRECTION** BY ROAD FROM CENTER OF CITY 3 miles N.W.  

**LANDMARKS** Monument in Provincetown, 2 miles S.E. Highland Light 9 miles S.E. Race Point Lighthouse #34, 1 1/2 miles S.E. Wood End Lighthouse, 3 miles S.E.  

**AIRLINE DISTANCE** FROM CENTER OF CITY 2 1/2 miles from Provincetown  

**DISTANCE BY ROAD** FROM POST OFFICE 4 miles from Provincetown Post Office  

**NAME AND LOCATION** OF ROAD TO NEAREST TOWN Race Point Road, 3100 feet. Race Point Road leads to Provincetown.  

**LATITUDE** 42°03'47"  
**LONGITUDE** 70°13'43"  
**ALTITUDE** ABOVE SEA LEVEL 3 feet

3. **DESCRIPTION**  

**SHAPE** Irregular  
**TOTAL AREA OF FIELD** 270 Acres  
**AREA AVAILABLE FOR LANDING AND TAKING-OFF** 30 Acres  
**TYPE OF SOIL** Peat over sand  
**GRADIENT** Level  
**NATURE OF SURFACE** Peat sod  

**IS IT AN ALL-WAY FIELD?** No  
**IS LANDING AREA FENCED?** Yes  
**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR?** Yes  
**IS THIS PROPERTY ZONED?** No  
**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION?** N.E. 2500 ft., East 250 ft., and West 250 ft.

4. **DRAINAGE**  

**WHAT TYPE IS PRESENT DRAINAGE SYSTEM?** Natural  
**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS?** Yes  
**DOES WATER STAND ON FIELD?** No  
**IS FIELD SUBJECT TO PERIODIC FLOODING?** No  
**IS FIELD USEABLE DURING THAWS?** Yes
5. SERVICE

SERVICING—Day

REPAIRS

REPAIR FACILITIES—Engine

Aircraft

GASOLINE Yes, in town OCTANE RATING 73%
ARE SPARE PARTS AVAILABLE No
HANGAR STORAGE CHARGES No hangar
ADMINISTRATION BUILDING None
REST ROOMS None
RESTAURANT None
IS RAILROAD SIDING AT AIRPORT No
TRANSPORTATION TO CITY By taxi, 50%, ten minutes
FIRST AID Yes FIRE APPARATUS Yes, foamite extinguishers

6. COMMUNICATION

TELEPHONE CONNECTION At Coast Guard Station
RADIO No
NEAREST BROADCASTING STATIONS WBZ - Boston - 990 K.C.
WNAC Boston - 1230 K.C.
WEEI Boston - 590 K.C.
ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston
AIRWAY TELETYPEx No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>S.W.</td>
<td>N.W.</td>
<td>S.W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>27.9</td>
<td>31.6</td>
<td>36.7</td>
</tr>
<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>41.35</td>
<td>41.83</td>
<td>41.22</td>
</tr>
<tr>
<td>TEMPERATURE, maximum</td>
<td>93.9</td>
<td>61.0</td>
<td>93.0</td>
</tr>
<tr>
<td>TEMPERATURE, minimum</td>
<td>-6.0</td>
<td>-6.0</td>
<td>35.0</td>
</tr>
</tbody>
</table>

REMARKS: Data compiled from climatological reports of U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 13 year period.

8. LANDING STRIPS

E. - W. 2200' x 250' - 5 inch peat sod Marked with yellow barrels.
N.W. - S.E. 1800' x 200' - 5 inch peat sod

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

None
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

None

13. **ADMINISTRATION OR OTHER BUILDINGS**

One 22' x 16' x 10' Wooden Building (Used for storage and garage)

14. **OBSERVATIONS WITHIN A 20 TO 1 GLIDING ANGLE**

None

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Yes

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th>Marking</th>
<th>Description</th>
<th>Yes/No</th>
</tr>
</thead>
<tbody>
<tr>
<td>STANDARD CIRCLE</td>
<td></td>
<td>Yes</td>
</tr>
<tr>
<td>NAME PAINTED ON HANGAR</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>OTHER MARKINGS</td>
<td>None</td>
<td></td>
</tr>
<tr>
<td>WIND DIRECTION INDICATOR</td>
<td>9' Sock ILLUMINATED</td>
<td>No</td>
</tr>
<tr>
<td>ARE OBSTRUCTIONS MARKED</td>
<td>None LIGHTED</td>
<td>-</td>
</tr>
<tr>
<td>ARE LANDING STRIPS OR RUNWAYS</td>
<td>LIGHTED</td>
<td></td>
</tr>
</tbody>
</table>

17. **LIGHTING**

No Lighting
1. NAME OF AIRPORT  Dennison Airport  CLASS  Commercial
   LESSEE  None
   OPERATOR  Dennison Airport Operating Company

2. LOCATION
   DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY  3 1/2 miles N.W.
   LANDMARKS  Naval Reserve Airport adjacent to North. Large gas tank 1 mile to N.W. Radio towers 1/2 mile to N.E.
   AIRLINE DISTANCE FROM CENTER OF CITY  3 miles
   DISTANCE BY ROAD FROM POST OFFICE  3 miles
   NAME AND LOCATION OF ROAD TO NEAREST TOWN  Quincy Shore Drive is adjacent.
   LATITUDE  42°17'00"  LONGITUDE  71°01'00"
   ALTITUDE ABOVE SEA LEVEL  12 feet

3. DESCRIPTION
   SHAPE  Irregular
   TOTAL AREA OF FIELD  29 Acres
   AREA AVAILABLE FOR LANDING AND TAKING-OFF  28 Acres
   TYPE OF SOIL  Sand and clay fill
   NATURE OF SURFACE  Sandy clay
   IS IT AN ALL-WAY FIELD  Yes
   IS LANDING AREA FENCED  No
   SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR  No
   IS THIS PROPERTY ZONED  No
   IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION 1000' to North

4. DRAINAGE
   WHAT TYPE IS PRESENT DRAINAGE SYSTEM  Natural
   IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS  Yes
   DOES WATER STAND ON FIELD  In one low spot in N.E. corner
   IS FIELD SUBJECT TO PERIODIC FLOODING  Yes, when tide water overflows dykes during exceptionally high tides.
   IS FIELD USEABLE DURING THAWS  Yes
5. SERVICE

SERVICING—Day Yes Night No

REPAIRS Days only

REPAIR FACILITIES—Engine Yes

Aircraft Yes, major and minor repairs

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES $15.00 to $25.00 per month

ADMINISTRATION BUILDING Yes REST ROOMS Yes RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By bus service

FIRST AID Yes FIRE APPARATUS Yes, foamite extinguishers

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WNAC - Boston - 1230 K.C.

WAAB - Boston - 11410 K.C.

WEEI - Boston - 590 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPE No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>W.</td>
<td>N.W.</td>
<td>N.W.</td>
</tr>
<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>16.0</td>
<td>16.7</td>
<td>22.0</td>
</tr>
<tr>
<td>RAINFALL AVERAGE, inches</td>
<td>39.52</td>
<td>13.89</td>
<td>13.45</td>
</tr>
<tr>
<td>TEMPERATURE, maximum</td>
<td>103.0</td>
<td>80.0</td>
<td>103.0</td>
</tr>
<tr>
<td>TEMPERATURE, minimum</td>
<td>-18.0</td>
<td>-18.0</td>
<td>40.0</td>
</tr>
</tbody>
</table>

REMARKS: Data obtained from U. S. Weather Bureau records at Boston Climatological data taken over a period of 13 years Wind data taken over a period of 7 years.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 1900 feet
N.E. - S.W. 1900 feet
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One 110' x 40' Concrete block hangar with cement floor
One 80' x 60' Wooden hangar with cement floor

13. **ADMINISTRATION OR OTHER BUILDINGS**

One Administration Building of stucco and wood 20' x 30'
One Stock room and repair shop of stucco and wood 20' x 50'

14. **OBSURCTIONS WITHIN A 20 to 1 GLIDING ANGLE**

Telephone pole lines, 30' high, on Easterly and North-Easterly side of field.
Houses, 33' high, to South of field.
HANGAR at South-Easterly corner of field.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

No

16. **MARKING AND IDENTIFICATION**

| Standard Circle | No |
| Name Painted on Hangar | Dennison Airport |
| Other Markings | None |
| Wind Direction Indicator | 9' Cone | Illuminated | Yes |
| Are Obstructions Marked | No | Lighted | No |
| Are Landing Strips or Runways Lighted | No |

17. **LIGHTING**

This airport is not illuminated for night service.
5. **SERVICE**

**SERVICING**
- Day: Yes
- Night: No

**REPAIRS**
- Days only

**REPAIR FACILITIES**
- Engine: Minor only
- Aircraft: No

**GASOLINE**
- Yes

**ARE SPARE PARTS AVAILABLE**
- No

**HANGAR STORAGE CHARGES**
- $15.00 per month and up.
- $1.00 per night and up.

**ADMINISTRATION BUILDING**
- Yes

**REST ROOMS**
- Yes

**IS RAILROAD SIDING AT AIRPORT**
- No

**RESTAURANT**
- Adjacent to field

**TRANSPORTATION TO CITY**
- By taxi, 50%, 10 minutes
- By bus, 10%, 20 minutes

**FIRST AID**
- Yes

**FIRE APPARATUS**
- Yes

6. **COMMUNICATION**

**TELEPHONE CONNECTION**
- Yes

**RADIO**
- No

**NEAREST BROADCASTING STATIONS**
- WEEI - Boston - 590 K.C.
- WNAC - Boston - 1230 K.C.
- WAAB - Boston - 1410 K.C.

**ARE WEATHER REPORTS AVAILABLE**
- Yes, by telephone from Boston

**AIRWAY TELETYPEN**
- No

**VISUAL TRAFFIC CONTROL**
- No

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PREVAILING WIND DIRECTION</strong></td>
<td>W.</td>
<td>N.W.</td>
<td>N.W.</td>
</tr>
<tr>
<td><strong>PREVAILING WIND PERCENTAGE</strong></td>
<td>16.0</td>
<td>16.7</td>
<td>22.0</td>
</tr>
<tr>
<td><strong>RAINFALL AVERAGE, inches</strong></td>
<td>39.52</td>
<td>13.89</td>
<td>13.45</td>
</tr>
<tr>
<td><strong>TEMPERATURE, maximum</strong></td>
<td>102.0</td>
<td>80.0</td>
<td>102.0</td>
</tr>
<tr>
<td><strong>TEMPERATURE, minimum</strong></td>
<td>-18.0</td>
<td>-18.0</td>
<td>40.0</td>
</tr>
</tbody>
</table>

**REMARKS:** Data obtained from U.S. Weather Bureau Office at East Boston airport.

Climatological data taken over a 13 year period

Wind data taken over a period of 7 years.

8. **LANDING STRIPS**
- None

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. - S.</td>
<td>1700 ft.</td>
</tr>
<tr>
<td>E. - W.</td>
<td>1400 ft.</td>
</tr>
<tr>
<td>N.E. - S.W.</td>
<td>1000 ft.</td>
</tr>
<tr>
<td>N.W. - S.E.</td>
<td>1600 ft.</td>
</tr>
</tbody>
</table>
10. RUNWAYS

None

11. APRONS AND TAXIWAYS

None

12. HANGARS

One 60' x 60' Metal hangar with pea stone floor. Hangar door 60' x 12'
One 130' x 30' Wooden hangar with dirt floor. Hangar door 40' x 12'
One 40' x 40' Wooden hangar with dirt floor. Hangar door 40' x 13'

13. ADMINISTRATION OR OTHER BUILDINGS

Office building 22' x 14' x 20' Wooden construction

14. OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE

None

(A) GROUND HAZARD Low soft spot at East end of field marked with stone pile and high grass

15. IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES

Yes

16. MARKING AND IDENTIFICATION

STANDARD CIRCLE No
NAME PAINTED ON HANGAR "Revere" on roof
OTHER MARKINGS None
WIND DIRECTION INDICATOR 8' Sock ILLUMINATED No
ARE OBSTRUCTIONS MARKED No LIGHTED No
ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. LIGHTING

None
SEEKONK, MASSACHUSETTS

1. **NAME OF AIRPORT** Providence Airport  **CLASS** Commercial

   **OWNER** Providence Airport Corp., 507 Union Trust Building, Providence, R. I.
   **LESSEE** Jesse K. Fenno, 65 Mattewson Road, Barrington, R. I.
   **OPERATOR** Jesse K. Fenno, 65 Mattewson Road, Barrington, R. I.

2. **LOCATION**

   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 3 miles S.E.
   **LANDMARKS** Providence, R. I. is 7 miles by road and S.E. of airport.
   **AIRLINE DISTANCE FROM CENTER OF CITY** 2 1/4 miles from Seekonk
   **DISTANCE BY ROAD FROM POST OFFICE** 3 miles from Seekonk Post Office
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** Route #6 is adjacent to airport and leads to Seekonk

   **LATITUDE** 41°46'05"  **LONGITUDE** 71°16'15"
   **ALTITUDE ABOVE SEA LEVEL** 25 feet

3. **DESCRIPTION**

   **SHAPE** Irregular
   **TOTAL AREA OF FIELD** 82 Acres
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 28 Acres
   **TYPE OF SOIL** Sand
   **GRADIENT** Level
   **NATURE OF SURFACE** Sod
   **IS IT AN ALL-WAY FIELD** Yes
   **IS LANDING AREA FENCED** No
   **IS SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** Yes, about 50 acres
   **IS THIS PROPERTY ZONED** No
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** South 600' x 1050' and West 700' x 1400'

4. **DRAINAGE**

   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural and 600' pipe drain
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes
   **DOES WATER STAND ON FIELD** No
   **IS FIELD SUBJECT TO PERIODIC FLOODING** No
   **IS FIELD USEABLE DURING THAWS** Yes
5. **SERVICE**

<table>
<thead>
<tr>
<th>Service</th>
<th>Day</th>
<th>Night</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>Servicing</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Repairs</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>Repair Facilities</td>
<td>Engine</td>
<td>Yes</td>
<td>Aircraft</td>
</tr>
</tbody>
</table>

**Gasoline** Yes
Are spare parts available Few
Hangar storage charges $1.00 per 24 hours and up

Administration building Yes
Rest rooms Yes
Restaurant Yes
Is railroad siding at airport No
Transportation to city By bus

First aid Yes
FIRE APPARATUS Yes

6. **COMMUNICATION**

<table>
<thead>
<tr>
<th>Connection</th>
<th>Telephone</th>
<th>Yes</th>
<th>Radio</th>
<th>No</th>
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Are weather reports available Yes
Airway teletype No
Visual traffic control No

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th>Prevailing Wind Direction</th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prevailing Wind Percentage</td>
<td>32.7</td>
<td>38.0</td>
<td>42.1</td>
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<tr>
<td>Rainfall Average, inches</td>
<td>15.94</td>
<td>15.89</td>
<td>15.73</td>
</tr>
<tr>
<td>Temperature, maximum</td>
<td>99.0</td>
<td>68.0</td>
<td>92.0</td>
</tr>
<tr>
<td>Temperature, minimum</td>
<td>-18.0</td>
<td>-18.0</td>
<td>37.0</td>
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</table>

**Remarks:** Data obtained from climatological reports of the U. S. Weather Bureau and Cooperative Weather Station at Fall River, Mass.

Climatological data taken over a 13 year period.
Wind data taken over a 10 year period.

8. **LANDING STRIPS**

None

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

<table>
<thead>
<tr>
<th>Direction</th>
<th>Length</th>
</tr>
</thead>
<tbody>
<tr>
<td>N. - S.</td>
<td>1850 ft.</td>
</tr>
<tr>
<td>E. - W.</td>
<td>1400 ft.</td>
</tr>
<tr>
<td>S. E. - N. W.</td>
<td>1200 ft.</td>
</tr>
</tbody>
</table>
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One 40' x 90' 12' high. Two 45' doors. Steel and corrugated iron construction. Concrete floor. Truss type wooden roof.

One 50' x 60' 12' high. Door width 60'. Steel and corrugated iron construction. Concrete floor. Truss type wooden roof.

13. **ADMINISTRATION OR OTHER BUILDINGS**

One Lean-to 40' long, 20' wide, 10' high. Wooden construction, metal covered. Cement floor.

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

35' Pole line on North side, 35' to 40' trees 100' back from field on East, few trees behind hangar on West.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

No - use skis on snow

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th>STANDARD CIRCLE</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAME PAINTED ON HANGAR</td>
<td>Yes, &quot;Providence Airport, Seekonk, Mass.&quot;</td>
</tr>
<tr>
<td>OTHER MARKINGS</td>
<td>None</td>
</tr>
<tr>
<td>WIND DIRECTION INDICATOR</td>
<td>5' Sock ILLUMINATED No</td>
</tr>
<tr>
<td>ARE OBSTRUCTIONS MARKED</td>
<td>No</td>
</tr>
<tr>
<td>LIGHTED</td>
<td>No</td>
</tr>
<tr>
<td>ARE LANDING STRIPS OR RUNWAYS LIGHTED</td>
<td>No</td>
</tr>
</tbody>
</table>

17. **LIGHTING**

None
SPRINGFIELD, MASSACHUSETTS

1. NAME OF AIRPORT  Springfield Airport  CLASS  Commercial
LESSEE  None

2. LOCATION
DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY  2\(\frac{1}{2}\) miles N.E.
LANDMARKS  Gas tank 3/4 mile S.E., and Westinghouse Radio Towers 1 mile East of airport
AIRLINE DISTANCE FROM CENTER OF CITY  2 miles
DISTANCE BY ROAD FROM POST OFFICE  2\(\frac{1}{2}\) miles
NAME AND LOCATION OF ROAD TO NEAREST TOWN  Liberty Street on West side, St. James Street on East side, and Kirby Street on North side.
LATITUDE  42°08'21"  LONGITUDE  72°34'12"
ALTITUDE ABOVE SEA LEVEL  200 feet

3. DESCRIPTION
SHAPE  Irregular
TOTAL AREA OF FIELD  120 Acres
AREA AVAILABLE FOR LANDING AND TAKING-OFF  86 Acres
TYPE OF SOIL  Sandy loam  GRADIENT  Level
NATURE OF SURFACE  Sod
IS IT AN ALL-WAY FIELD  Yes  IS LANDING AREA FENCED  Yes
SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR  No
IS THIS PROPERTY ZONED  Yes
IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION  South 125', S.E. 700' and West 100'

4. DRAINAGE
WHAT TYPE IS PRESENT DRAINAGE SYSTEM  Natural, with a few tile drains
IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS  Yes
DOES WATER STAND ON FIELD  No
IS FIELD SUBJECT TO PERIODIC FLOODING  No
IS FIELD USEABLE DURING THAWS  Yes
5. **SERVICE**

<table>
<thead>
<tr>
<th>Service</th>
<th>Day</th>
<th>Night</th>
</tr>
</thead>
<tbody>
<tr>
<td>Servicing</td>
<td>Yes</td>
<td>Yes</td>
</tr>
<tr>
<td>Repairs</td>
<td>Day and night</td>
<td></td>
</tr>
</tbody>
</table>

- **Repair Facilities**
  - Engine: Major and minor
  - Aircraft: Major and minor

- **Gasoline** Yes
- **Are Spare Parts Available** Yes
- **Hangar Storage Charges** $1.50 per night and up

**Administration Building** Yes
**Rest Rooms** Yes
**Restaurant** Yes
**Is Railroad Siding at Airport** No
**Transportation To City** By bus and taxi service
**First aid** Yes
**Fire Apparatus** Yes, foamite extinguishers

6. **Communication**

- **Telephone Connection** Yes
- **Radio Receivers only**
  - Nearest Broadcasting Stations:
    - WSPR - Springfield - 1140 K.C.
    - WBZA - Springfield - 990 K.C.

- **Are Weather Reports Available** By teletype from Boston, Albany and Newark
- **Airway Teletype** Yes
  - Visual Traffic Control: No

7. **Meteorological Data**

<table>
<thead>
<tr>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
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</thead>
<tbody>
<tr>
<td>Prevailing Wind Direction</td>
<td>N.W.</td>
<td>N.W.</td>
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<tr>
<td>Prevailing Wind Percentage</td>
<td>39.7</td>
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<td>Rainfall Average, inches</td>
<td>39.27</td>
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<tr>
<td>Temperature, minimum</td>
<td>-18.0</td>
<td>-18.0</td>
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</tbody>
</table>

**Remarks:** Climatological data obtained from the U.S. Weather Bureau Stations at Boston and Springfield.
Climatological data taken over a 13 year period.
Wind data taken over a 13 year period.

8. **Landing Strips**

None

9. **Usual Take-Off and Landing Directions and Lengths**

- N.E. - S.W. 2900 ft.
- N.W. - S.E. 2200 ft.
- N. - S. 2250 ft.
- E. - W. 2500 ft.
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

- 850' x 135' Macadam in front of Administration Building
- 100' x 20' Cement in front of East Hangar

12. **HANGARS**

- One 138' x 128' Cement Hangar
- One 125' x 80' Wooden Hangar Factory and repair shop

13. **ADMINISTRATION OR OTHER BUILDINGS**

- One 100' x 60' Wooden Administration Building

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

- Houses to North and N.W. of field, 30' high
- Pole lines North and West of field, 30' high

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Yes

16. **MARKING AND IDENTIFICATION**

- **STANDARD CIRCLE**
  Yes
- **NAME PAINTED ON HANGAR**
  "Springfield Airport" with N arrow
- **OTHER MARKINGS**
  None
- **WIND DIRECTION INDICATOR**
  Wind Sock and "T" ILLUMINATED
  Yes
- **ARE OBSTRUCTIONS MARKED**
  No
  LIGHTED
  Yes
- **ARE LANDING STRIPS OR RUNWAYS LIGHTED**
  Landing strips codified with green lights

17. **LIGHTING**

- Ten green approach lights located at NE-SW and NW-SE runways.
- One 24" single rotating beacon located on top of hangar E side of field.
- One "S-A" code beacon located on top of hangar E side of field
- Thirty two 60 watt multiple plain boundary lights.
- One group of 6 hood floodlights for landing.
- Ceiling projector.
- Automatic lamp changer.
TAUNTON, MASSACHUSETTS

1. **NAME OF AIRPORT**  King Field  **CLASS** Commercial

**OWNER**  Henry King, 703 Middleboro Ave., E. Taunton, Mass.

**LESSEE**  City of Taunton, City Hall, Taunton, Mass.

**OPERATOR**  Henry King, 703 Middleboro Ave., E. Taunton, Mass.

2. **LOCATION**

**DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  $5\frac{1}{2}$ miles East

**LANDMARKS**  $\frac{1}{2}$ mile South of N.Y.N.H. & H. R.R. and Taunton River

**AIRCRAFT DISTANCE FROM CENTER OF CITY**  4 miles from Taunton

**DISTANCE BY ROAD FROM POST OFFICE**  5 miles from Taunton Post Office

**NAME AND LOCATION OF ROAD TO NEAREST TOWN**  Airport is on Middleboro Avenue, the main highway from Taunton to Middleboro.

**LATITUDE**  $41^\circ53'00"$  **LONGITUDE**  $71^\circ01'00"

**ALTITUDE ABOVE SEA LEVEL**  45 feet

3. **DESCRIPTION**

**SHAPE**  Irregular

**TOTAL AREA OF FIELD**  48.5 Acres

**AREA AVAILABLE FOR LANDING AND TAKING-OFF**  38.1 Acres

**TYPE OF SOIL**  Sandy gravel  **GRADIENT**  N.E. - S.W.  $0.6\%$

**NATURE OF SURFACE**  Sand

**IS IT AN ALL-WAY FIELD**  No  **IS LANDING AREA FENCED**  No

**SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**

Yes, to South and S.W.

**IS THIS PROPERTY ZONED**  Yes

**IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**  To South and S.W.

4. **DRAINAGE**

**WHAT TYPE IS PRESENT DRAINAGE SYSTEM**  Natural, except for tile drains at N. E. corner

**IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**  Yes

**DOES WATER STAND ON FIELD**  No

**IS FIELD SUBJECT TO PERIODIC FLOODING**  No

**IS FIELD USEABLE DURING THAWS**  Yes
5. SERVICE

SERVICING--Day Yes Night Yes

REPAIRS Yes, major and minor repairs

REPAIR FACILITIES--Engine Yes

Aircraft Yes

GASOLINE Yes OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE Yes

HANGAR STORAGE CHARGES $10.00 per month and up

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No

IS RAILROAD SIDING AT AIRPORT No

TRANSPORTATION TO CITY By bus and taxi

FIRST AID Yes FIRE APPARATUS Yes

6. COMMUNICATION

TELEPHONE CONNECTION Yes

RADIO No

NEAREST BROADCASTING STATIONS WBZ - Boston - 990 K.C.

WNBH - New Bedford - 1310 K.C.

WSAR - Fall River - 1150 K.C.

ARE WEATHER REPORTS AVAILABLE Yes, by telephone from Boston

AIRWAY TELETYPewriter No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

PREVAILING WIND DIRECTION S.W. N.W. N.W. S.W.

PREVAILING WIND PERCENTAGE 21.2 20.4 27.4 26.3

RAINFALL AVERAGE, inches 41.70 41.12 15.47

TEMPERATURE, maximum 98.0 73.0 98.0

TEMPERATURE, minimum -24.0 -21.0 21.0

REMARKS: Climatological data obtained from U. S. Weather Bureau at Boston, and the Taunton Water Works.

Climatological data taken over an 11 year period.

Wind data taken over a 10 year period.

8. LANDING STRIPS

One landing strip 300' wide and 2100' long N.E. - S.W.

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.E. - S.W. 2300 ft.

N.W. - S.E. 1300 ft.
10. **Runways**

None

11. **Aprons and Taxiways**

None

12. **Hangars**

One 60' x 80' metal frame hangar. Asbestos covered.

13. **Administration or Other Buildings**

One wooden building 30' x 60'

14. **Obstructions Within a 20 to 1 Gliding Angle**

Electric light wires East of field
Trees 35' high at S.E. and North corners of field

15. **Is Landing Area to Be Kept Clear for Use at All Times**  No

16. **Marking and Identification**

STANDARD CIRCLE No

NAME PAINTED ON HANGAR "King Field" on side of hangar

OTHER MARKINGS None

WIND DIRECTION INDICATOR 6' Sock ILLUMINATED No

ARE OBSTRUCTIONS MARKED No LIGHTED No

ARE LANDING STRIPS OR RUNWAYS LIGHTED No

17. **Lighting**

None
1. **NAME OF AIRPORT**  
   Gardner Airport  
   **CLASS**  
   Commercial  
   **OWNER**  
   Gardner Airport Corp. (C. Henry Hartshorn, Jr.) Gardner, Mass.  
   **LESSEE**  
   J. H. Hall, Gardner, Mass.  
   **OPERATOR**  
   J. H. Hall, Gardner, Mass.  

2. **LOCATION**  
   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  
   2½ miles S.W. of Gardner  
   **LANDMARKS**  
   Dolbier Hill, 1280' elevation, 2 miles S.W. and Mt. Wachusett, 1925' elevation, 8 miles S.E.  
   **AIRLINE DISTANCE FROM CENTER OF CITY**  
   2 miles to Gardner  
   **DISTANCE BY ROAD FROM POST OFFICE**  
   2½ miles to Gardner Post Office  
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN**  
   Town road to Route #2 North of airport, to Gardner  
   **LATITUDE**  
   42°32'25"  
   **LONGITUDE**  
   72°01'52"  
   **ALTITUDE ABOVE SEA LEVEL**  
   1040 feet  

3. **DESCRIPTION**  
   **SHAPE**  
   Irregular  
   **TOTAL AREA OF FIELD**  
   28.5 Acres  
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF**  
   27 Acres  
   **TYPE OF SOIL**  
   Sand  
   **GRADIENT**  
   1%  
   **NATURE OF SURFACE**  
   Sod  
   **IS LANDING AREA FENCED**  
   No  
   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**  
   Yes  
   **IS THIS PROPERTY ZONED**  
   No  
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**  
   To South and West, about 1200'.  

4. **DRAINAGE**  
   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM**  
   Natural  
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS**  
   Yes  
   **DOES WATER STAND ON FIELD**  
   No  
   **IS FIELD SUBJECT TO PERIODIC FLOODING**  
   No  
   **IS FIELD USEABLE DURING THAWNS**  
   Yes
5. SERVICE

SERVICE—None

SERVICING—Day
Night

REPAIRS—None

REPAIR FACILITIES—Engine

Aircraft

GASOLINE—Yes
OCTANE RATING 73%

ARE SPARE PARTS AVAILABLE—No

HANGAR STORAGE CHARGES—$1.00 per night and up

ADMINISTRATION BUILDING Office in hangar
REST ROOMS—No
IS RAILROAD SIDING AT AIRPORT—No
RESTAURANT—No
TRANSPORTATION TO CITY—Taxi service

FIRST AID—Yes
FIRE APPARATUS—Yes

6. COMMUNICATION

TELEPHONE CONNECTION—Yes
RADIO—No

NEAREST BROADCASTING STATIONS
WORC - Worcester - 1280 K.C.
WTAG - Worcester - 580 K.C.

WEATHER REPORTS AVAILABLE—By phone, from Boston or Springfield
AIRWAY TELETYPÉ—No
VISUAL TRAFFIC CONTROL—No

7. METEOROLOGICAL DATA

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
</tr>
</thead>
<tbody>
<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>N.W.</td>
<td>N.W.</td>
<td>N.W.</td>
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<tr>
<td>PREVAILING WIND PERCENTAGE</td>
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<td>RAINFALL AVERAGE, inches</td>
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<td>TEMPERATURE, minimum</td>
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</table>

REMARKS: Data obtained from U. S. Weather Bureau climatological reports, and the Fitchburg Sewage Disposal Plant, Lunenburg, Mass.
Climatological data taken over a 13 year period.
Wind data taken over a 10 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N - S 1800'
NE - SW 1500'
E - W 1100'
10. **RUNWAYS**

None

11. **APRONS AND TAXIWAYS**

None

12. **HANGARS**

One 60' x 40' Metal Hangar  Tar Floor  Unheated

13. **ADMINISTRATION OR OTHER BUILDINGS**

Lean-to part of metal hangar 40' x 20'
Office is in 12' x 12' section of Lean-to

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

Two hills North and Northeast of airport, about 100' high

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**  Yes

16. **MARKING AND IDENTIFICATION**

<table>
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<tr>
<th>FEATURE</th>
<th>STATUS</th>
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<tbody>
<tr>
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<td>NAME PAINTED ON HANGAR</td>
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<td>WIND DIRECTION INDICATOR</td>
<td>Wind Sock  ILLUMINATED  No</td>
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<tr>
<td>ARE OBSTRUCTIONS MARKED</td>
<td>No</td>
</tr>
<tr>
<td>ARE LANDING STRIPS OR RUNWAYS LIGHTED</td>
<td>No</td>
</tr>
</tbody>
</table>

17. **LIGHTING**

None
1. **NAME OF AIRPORT** Turnpike Airport  **CLASS** Commercial  
   **OWNER** Mrs. Robert Robinson, 96 Converse Avenue, Malden, Mass.  

2. **LOCATION**  
   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY**  
   7\(\frac{1}{2}\) miles East of Worcester. 2 miles N.W. of Westborough  
   **LANDMARKS** Worcester Turnpike 3\(\frac{1}{4}\) mile N.W. Homomeno Pond South of and adjacent to airport  
   **AIRLINE DISTANCE FROM CENTER OF CITY** 1\(\frac{3}{4}\) miles to Westborough  
   **DISTANCE BY ROAD FROM POST OFFICE** 2 miles to Westborough Post Office  
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** Otis Street on East of airport leads to Worcester Turnpike, Route #9  
   **LATITUDE** 42°17'00" **LONGITUDE** 71°39'00"  
   **ALTITUDE ABOVE SEA LEVEL** 310 feet  

3. **DESCRIPTION**  
   **SHAPE** Irregular  
   **TOTAL AREA OF FIELD** 42.3 Acres  
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 25 Acres  
   **TYPE OF SOIL** Sandy loam  
   **GRADIENT** Level (See #14)  
   **NATURE OF SURFACE** Sod  
   **IS IT AN ALL-WAY FIELD** Yes  
   **IS LANDING AREA FENCED** No  
   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR** Yes, to S. W.  
   **IS THIS PROPERTY ZONED** No  
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION** About 35 acres to S. W.  

4. **DRAINAGE**  
   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural  
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes  
   **DOES WATER STAND ON FIELD** No  
   **IS FIELD SUBJECT TO PERIODIC FLOODING** No  
   **IS FIELD USEABLE DURING THAWS** Yes
5. **SERVICE** Phone Desjardin Auto Service in Worcester. Tel. 4-6303.

**SERVICING**—**Day** Yes  **Night** No

**REPAIRS** Days only

**REPAIR FACILITIES**—**Engine** Major and minor  **Aircraft** Major and minor

**GASOLINE** Yes  **OCTANE RATING** 73%

**ARE SPARE PARTS AVAILABLE** No  **HANGAR STORAGE CHARGES** $15.00 per month

**ADMINISTRATION BUILDING** Yes  **REST ROOMS** Yes  **RESTAURANT** No  **IS RAILROAD SIDING AT AIRPORT** No  **TRANSPORTATION TO CITY** By taxi to Worcester, $1.50

**FIRST AID** No  **FIRE APPARATUS** Yes

6. **COMMUNICATION**

**TELEPHONE CONNECTION** In nearby farmhouse  
**RADIO** No  

**ARE WEATHER REPORTS AVAILABLE** Yes, by telephone from Boston  
**AIRWAY TELETYPPE** No  **VISUAL TRAFFIC CONTROL** No

7. **METEOROLOGICAL DATA**

<table>
<thead>
<tr>
<th></th>
<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
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</thead>
<tbody>
<tr>
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<td><strong>PREVAILING WIND PERCENTAGE</strong></td>
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<td><strong>RAINFALL AVERAGE, inches</strong></td>
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</table>

**REMARKS:** Data obtained from records of Meteorological Station at Clark University, Worcester, Mass., and climatological reports of the U. S. Weather Bureau.  
Climatological data taken over a 13 year period.  
Wind data taken over a 15 year period.

8. **LANDING STRIPS**

None

9. **USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS**

- **E. - W.** 1050 ft.
- **N.E. - S.W.** 1300 ft.
- **N.W. - S.E.** 1000 ft.
10. **RUNWAYS**

None

11. **APRONS AND TAXWAYS**

None

12. **HANGARS**

One 40' x 40' Metal hangar with dirt floor, with 60' x 30' metal ell at rear and side of hangar with dirt floor. Unheated

13. **ADMINISTRATION OR OTHER BUILDINGS**

22' x 14' x 10' Wooden office building

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

21' Telephone line to East
60' Watertower, 1500' to South
Low trees to West and N.W.

Ground hazards. Two gullies, 15' deep, on S.E. side.

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

Yes, except snow

16. **MARKING AND IDENTIFICATION**

<table>
<thead>
<tr>
<th>Description</th>
<th>Status</th>
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</thead>
<tbody>
<tr>
<td>STANDARD CIRCLE</td>
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<tr>
<td>NAME PAINTED ON HANGAR</td>
<td>None</td>
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<tr>
<td>OTHER MARKINGS</td>
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<td>WIND DIRECTION INDICATOR 6' Sock</td>
<td>Illuminated No</td>
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<td>ARE OBSTRUCTIONS MARKED</td>
<td>No Lighted No</td>
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<tr>
<td>ARE LANDING STRIPS OR RUNWAYS LIGHTED</td>
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</table>

17. **LIGHTING**

None
1. **NAME OF AIRPORT** Brookfield Airport (Edson Field)
   
   **OWNER** William A. Edson, Brookfield, Mass. CLASS Commercial
   
   **LESSEE** Hagburg Flying Service, Valley Airport, Palmer, Mass.
   
   **OPERATOR** Hagburg Flying Service, Valley Airport, Palmer, Mass.

2. **LOCATION**
   
   **DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY** 1\frac{1}{2} miles West of Brookfield
   
   **LANDMARKS** Quabog River is South of airport. E. & A. R.R. is South and adjacent to airport
   
   **AIRLINE DISTANCE FROM CENTER OF CITY** 1\frac{1}{2} miles West of Brookfield
   
   **DISTANCE BY ROAD FROM POST OFFICE** 1\frac{1}{2} miles West of Brookfield
   
   **NAME AND LOCATION OF ROAD TO NEAREST TOWN** Town road from airport to Route #9 to Worcester
   
   **LATITUDE** 42°15'00" **LONGITUDE** 72°07'00"
   
   **ALTITUDE ABOVE SEA LEVEL** 640 feet

3. **DESCRIPTION**
   
   **SHAPE** Irregular
   
   **TOTAL AREA OF FIELD** 4\frac{1}{4} Acres
   
   **AREA AVAILABLE FOR LANDING AND TAKING-OFF** 22 Acres
   
   **TYPE OF SOIL** Loam over sand and gravel **GRADIENT** 0.5% W. to E.
   
   **NATURE OF SURFACE** Sod
   
   **IS IT AN ALL-WAY FIELD** No **IS LANDING AREA FENCED** No
   
   **SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR**
   
   **To the East only**
   
   **IS THIS PROPERTY ZONED** No
   
   **IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION**
   
   **To the East** 2000 feet

4. **DRAINAGE**
   
   **WHAT TYPE IS PRESENT DRAINAGE SYSTEM** Natural
   
   **IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS** Yes
   
   **DOES WATER STAND ON FIELD** No
   
   **IS FIELD SUBJECT TO PERIODIC FLOODING** No
   
   **IS FIELD USEABLE DURING THAWS** Yes
5. SERVICE

SERVICING—Day No Night No
REPAIRS No
REPAIR FACILITIES—Engine No Aircraft No

GASOLINE In town OCTANE RATING 73%
ARE SPARE PARTS AVAILABLE No
HANGAR STORAGE CHARGES No hangar

ADMINISTRATION BUILDING No REST ROOMS No RESTAURANT No
IS RAILROAD SIDING AT AIRPORT No
TRANSPORTATION TO CITY By taxi

FIRST AID No FIRE APPARATUS No

6. COMMUNICATION

TELEPHONE CONNECTION No RADIO No
NEAREST BROADCASTING STATIONS WTAG - Worcester - 580 K.C.
WORC - Worcester - 1280 K.C.

ARE WEATHER REPORTS AVAILABLE No
AIRWAY TELETYPY No VISUAL TRAFFIC CONTROL No

7. METEOROLOGICAL DATA

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<td>N.W.</td>
<td>W.</td>
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<td>15.50</td>
</tr>
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<td>TEMPERATURE, maximum</td>
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<td>32.0</td>
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</table>

REMARKS: Data obtained from Clark University and climatological reports of U. S. Weather Bureau.
Climatological data taken over a 13 year period.
Wind data taken over a 15 year period.

8. LANDING STRIPS

None

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS

N.W. - S.E. 1500 feet
N.E. - S.W. 1050 feet
10. **RUNWAYS**

   None

11. **APRONS AND TAXIWAYS**

   None

12. **HANGARS**

   None

13. **ADMINISTRATION OR OTHER BUILDINGS**

   None

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   67' Trees to the North

   Pole line to the South

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES** No

16. **MARKING AND IDENTIFICATION**

   **STANDARD CIRCLE** No

   **NAME PAINTED ON HANGAR** No

   **OTHER MARKINGS** None

   **WIND DIRECTION INDICATOR** 8' Sock on 30' tower, and 8' arrow weathervane under sock ILLUMINATED No

   **ARE OBSTRUCTIONS MARKED** No LIGHTED No

   **ARE LANDING STRIPS OR RUNWAYS LIGHTED** No

17. **LIGHTING**

   None
1. NAME OF AIRPORT  Barnes Airport  CLASS  Municipal

OWNER  City of Westfield, Mass.

LESSEE  None

OPERATOR  Barnes Air Service Co., Barnes Airport, Westfield, Mass.

2. LOCATION

DISTANCE AND DIRECTION BY ROAD FROM CENTER OF CITY
2 1/2 miles N.E. of Westfield. 6 miles S.W. of Holyoke.
7 miles N.W. of Springfield.

LANDMARKS  N.Y.N.H. & H. R.R. 2 miles South and West

AIRLINE DISTANCE FROM CENTER OF CITY  2 miles

DISTANCE BY ROAD FROM POST OFFICE  3 miles

NAME AND LOCATION OF ROAD TO NEAREST TOWN
Route #202 is West of airport to Westfield

LATITUDE  42°09'19"  LONGITUDE  72°42'42"
ALTITUDE ABOVE SEA LEVEL  260 feet

3. DESCRIPTION

SHAPE  Irregular

TOTAL AREA OF FIELD  115 Acres

AREA AVAILABLE FOR LANDING AND TAKING-OFF  115 Acres

TYPE OF SOIL  Gravel  GRADIENT  Level

NATURE OF SURFACE  Sod

IS IT AN ALL-WAY FIELD  No  IS LANDING AREA FENCED  No

SURROUNDING PROPERTY OWNED OR CONTROLLED BY OWNER OR OPERATOR  No

IS THIS PROPERTY ZONED  Yes

IN WHAT DIRECTION IS LAND AVAILABLE FOR EXPANSION  To S.E. and S., 1000 feet.

4. DRAINAGE

WHAT TYPE IS PRESENT DRAINAGE SYSTEM  Natural

IS THIS ADEQUATE FOR ORDINARY WEATHER CONDITIONS  No

DOES WATER STAND ON FIELD  Yes  FIELD USEABLE DURING THAWS  No

IS FIELD SUBJECT TO PERIODIC FLOODING  Yes, after storms
5. SERVICE

**SERVICING**— Day Yes Night No

**REPAIRS** Days only

**REPAIR FACILITIES**— Engine Major and minor

**Aircraft** Major and minor

**GASOLINE** Yes **OCTANE RATING** 73 and 80%

**ARE SPARE PARTS AVAILABLE** Yes

**HANGAR STORAGE CHARGES** $1.50 and $2.50 per night

**ADMINISTRATION BUILDING** Yes **REST ROOMS** Yes **RESTAURANT** No

**IS RAILROAD SIDING AT AIRPORT** Yes

**TRANSPORTATION TO CITY** By private car. Bus 10¢ to Westfield, ten minutes.

**FIRST AID** Yes, hospital opposite field **FIRE APPARATUS** Yes

6. COMMUNICATION

**TELEPHONE CONNECTION** Yes

**RADIO** No

**NEAREST BROADCASTING STATIONS** WSPR - Springfield - 1140 K.C.

WBZA - Springfield - 990 K.C.

**ARE WEATHER REPORTS AVAILABLE** Yes, by telephone from Boston and Springfield.

**AIRWAY TELETETYPE** No **VISUAL TRAFFIC CONTROL** No

7. METEOROLOGICAL DATA

<table>
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<th>Annual</th>
<th>Winter</th>
<th>Summer</th>
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<tr>
<td>PREVAILING WIND DIRECTION</td>
<td>N.W.</td>
<td>N.W.</td>
<td>N.W.</td>
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<tr>
<td>PREVAILING WIND PERCENTAGE</td>
<td>39.7</td>
<td>44.2</td>
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<tr>
<td>RAINFALL AVERAGE, inches</td>
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<td>TEMPERATURE, maximum</td>
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<tr>
<td>TEMPERATURE, minimum</td>
<td>-18.0</td>
<td>-18.0</td>
<td>30.0</td>
</tr>
</tbody>
</table>

**REMARKS:** Data obtained from Cooperative U. S. Weather Bureau Station at Springfield, Mass., and climatological reports of U. S. Weather Bureau.

Climatological data taken over a 13 year period.

Wind data taken over a 13 year period.

8. LANDING STRIPS

N.W. - S.E. 3500 x 300 ft.) Construction now going on, widening
N.E. - S.W. 3000 x 300 ft.) strips to 500 feet and building N.E.-
E. - W. 2600 x 300 ft.) S.W. strip to 3500 feet in length.

Standard angle markers used on all strips.

9. USUAL TAKE-OFF AND LANDING DIRECTIONS AND LENGTHS None
10. **RUNWAYS**

   None

11. **APRONS AND TAXIWAYS**

   None

12. **HANGARS**

   One 60' x 80' Brick and metal hangar with concrete floor and metal and wood roof. Unheated. Hangar door 80' x 20'.

13. **ADMINISTRATION OR OTHER BUILDINGS**

   20' x 15' x 10' Lean-to. Brick and steel construction.

14. **OBSTRUCTIONS WITHIN A 20 TO 1 GLIDING ANGLE**

   None

15. **IS LANDING AREA TO BE KEPT CLEAR FOR USE AT ALL TIMES**

   No

16. **MARKING AND IDENTIFICATION**

   **STANDARD CIRCLE**  No

   NAME PAINTED ON HANGAR  "Barnes Municipal Airport - Westfield" on roof.

   OTHER MARKINGS  None

   WIND DIRECTION INDICATOR  8' Sock  ILLUMINATED  No

   ARE OBSTRUCTIONS MARKED  No  LIGHTED  No

   ARE LANDING STRIPS OR RUNWAYS LIGHTED  No

17. **LIGHTING**

   No lights
BARNES AIRPORT
WESTFIELD MASS.

NOTE.
This Airport is Still Under Construction. Runs Have Now An Available Width Of 300' And Are Being Extended To 500'. Available Lengths of Runs Are As Shown.
INACTIVE AND PRIVATE AIRPORTS

The following is a list of airports classed either as inactive, unsafe or not open to public use.

BARNSTABLE

CAPE COD AIRPORT: This is a private landing field, not available to the public.

BOLTON

CLINTON AIRPORT: This airport is closed.

BOXFORD

KELSEY FIELD: This airport is closed and a portion is under cultivation.

CONCORD

LEE FARMS AIRPORT: The town will not permit this field to be used as an airport.

DALTON

DALTON AIRPORT: This airport is closed.

FAIRHAVEN

NEW BEDFORD-FAIRHAVEN AIRPORT: This airport is now closed and the present owners forbid use as an airport.

GREENFIELD

GREENFIELD AIRPORT: This airport is privately owned and is closed.
STOCKBRIDGE

LENNOX AIRPORT: This field is too dangerous to be used even as an emergency landing field.

NANTUCKET

CURTISS FIELD: This field has not been in operation since the Curtiss-Wright Flying Service discontinued summer service to Nantucket in 1932.

NATICK

NATICK-WELLESLEY AIRPORT: This airport is closed.

SOUTHBRIDGE

SOUTHBRIDGE AIRPORT: This two-way field was formerly used as an emergency landing field but the usual take-off and landing directions do not coincide with prevailing winds.

WAREHAM

WAREHAM AIRPORT: This property is now a golf course.

WESTWOOD

WESTWOOD AIRPORT: This field is no longer in operation.

WINCHENDON

WINCHENDON AIRPORT: Activities have been transferred to the Gardner Airport.
RECOMMENDATIONS

FOR

FUTURE AIRPORT DEVELOPMENT
RECOMMENDATIONS
FOR
FUTURE AIRPORT DEVELOPMENT

In view of the lack of fields available for the reasonable development of Commercial Aviation, it is recommended that an Airport be established at North Adams, and that the present Airports at Mansfield, Springfield, Northampton and Beverly, be developed to the extent that they will safely accommodate the amount of traffic that may reasonably be expected in the near future.

It will be noted that each of the above recommended airport sites is directly on, or within close proximity to, an established airway. In picking these sites and in locating proposed runways, consideration has been given to the requirements for future expansion and development, and at four of the above locations there is already designed and in use an airport for local flying, but to The Committee these sites appear to be desirable locations for approved and adequate fields as part of an established airway.

This section of the Report, therefore, has been given over to a brief discussion of the merits of the aforementioned sites and their advantages with reference to future development. On Plates 101 to 107 will be found recommended designs for the expansion of the airports now in use at Beverly, Northampton, Springfield and Mansfield, and also for the proposed airport site at North Adams.
The Committee for Aeronautics considers an adequate airport in the Salem-Beverly area of paramount importance. The Beverly Airport is directly on the route of the existing primary airway between Boston, Bangor and Bar Harbor, and it offers many reasons to warrant the development suggested on Plate No. 101.

Primary airways are the main avenue of air travel in New England, and should be provided with the various aids to air navigation needed by all types of aircraft. The fact that an airway provides safe flying for multi-motored transport planes equipped with all the latest navigation devices does not necessarily mean that all parts of it provide equal safety for the flyer of a small single-motored plane.

As will be noted from the proposed design on Plate No. 101, the Beverly Airport can easily be expanded by the acquisition of land to the Southeast, Southwest and Northwest of the present landing area, and it is recommended that the Beverly Airport be studied further, with a view toward developing the site to meet the requirements of an approved and adequate airport on the Boston, Bangor and Bar Harbor Airway.
MANSFIELD

The Committee for Aeronautics considers the development of the present airport site in the Town of Mansfield to be of vital importance.

For several years this Airport was used extensively for student flying operations, but since 1935 it has been used only by a small number of itinerant aircraft.

The present site, as described on Plate No. 58, is capable of accommodating only the smaller types of aircraft in use today, and the first impression of the area as a whole is that it is suitable only as an emergency field. However, a thorough investigation of the present airport site and the surrounding area shows great possibilities for the development of this site, as shown on Plate No. 102.

The airport site is located only twenty-five miles from Boston, and is accessible by all means of travel. So far as is known there is no other site within a radius of twenty-five miles that offers the same opportunities for the aforementioned development.

Mansfield is also located within five miles of the route flown by American Airlines on its Boston-Providence-Hartford-Newark Airway, which, together with the fact that it is comparatively free from fog, makes it an ideal location for the development of a field large enough to meet the requirements of an approved and adequate airport on the above mentioned airway.

For some time there has existed the necessity for one or more additional airports in or near Metropolitan Boston to take care of the already overcrowded condition of the East Boston Airport. It is doubtful whether a more suitable location than Mansfield can be found that can be developed to meet the requirements of the air traffic which can reasonably be expected in the very near future.

Another item to be considered is the fact that almost adjacent to the present airport area is the Norton Reservoir, which offers the opportunity for the construction of adequate seaplane facilities.

Last, but not least of the favorable features of this airport site, is the fact that it offers the opportunity for the development of a Military Airport which could accommodate the Army Air Unit now located at the East Boston Airport, thus reducing the congested conditions now prevalent at that Port.

It is, therefore, recommended that further study be made of this Airport Site with a view toward establishing an airport capable of accommodating large Military or Transport Airplanes.
The Committee For Aeronautics considers the development of an approved and adequate landing field in the North Adams area of primary importance.

North Adams, situated as it is in the extremely rough terrain of the Berkshires, offers the only location in the extreme north-western part of the Commonwealth suitable for the development of an approved and adequate airport.

At present there is an established Civil Airway between Boston and Albany, via Springfield. In the past few years the stop at Springfield has been eliminated, and in good weather the route flown is a direct line between Boston and Albany, passing a few miles south of North Adams. This fact, together with the fact that there is the opportunity of developing student flying activities in the North Adams-Williamstown area, warrants the development of an Airport large enough to accommodate such student flying as may be expected, and also to accommodate any transport airplanes that may be obliged to use the field through the medium of forced landings or Feeder Airline Operations.

It is recommended that the area pictured in the suggested design on Plate No. 105 be studied further, with a view toward developing an approved and adequate landing field in the North Adams area.
TOPOGRAPHICAL PLAN
NORTH ADAMS AIRPORT
NORTH ADAMS MASS.
The Committee for Aeronautics considers the development of the present airport site in the city of Northampton of primary importance, due to the fact of its geographical position with reference to a suggested airway between Hartford and White River Junction and to the fact that it is almost directly on the route flown by American Airlines between Boston and Albany. These facts make it an ideal location for the development of an airport capable of accommodating the type of transport planes now in use on our large airlines.

As will be noted in the design on Plate No. 106, the present runways at the Northampton Airport can be extended by the acquisition of land to the North, South and West of the present landing area. The possibility of the construction of a seaplane base in the Connecticut River adjacent to the airport is also of primary importance, as the ever increasing development of Massachusetts as a summer playground for vacationists makes obvious the necessity for facilities to accommodate seaplanes in this area.

It is recommended that the Northampton Airport be further studied with a view toward its development to meet the requirements of an approved and adequate landing field on a suggested Hartford to White River Junction Airway.
LAFLEUR AIRPORT
NORTHAMPTON, MASS.
GENERAL LAYOUT PLAN
RECOMMENDED BY COMMITTEE FOR AERONAUTICS
COMMONWEALTH OF MASSACHUSETTS
STATE AEROPORT BOSTON, MASS.

PLATE 106
SPRINGFIELD

The Committee For Aeronautics considers the development of an approved and adequate airport in Springfield of primary importance. The location of the present airport with reference to a potential primary airway between Hartford and White River Junction, together with the fact that it is midway between Boston and Albany on an existing lighted airway, makes it obvious that the extension of this airport should be considered for the very near future.

Springfield Airport has been an airline terminal in the past, and its close proximity to the city makes possible a speedy transition of mail, passengers and express, between city and airport, not usually found at airports of corresponding size.

As will be noted on Plate No. 107, the acquisition of land to the South, Southeast and West, will make possible the extension of the present landing area to a point where the large transport planes now in use on our present airways can be safely accommodated.

It is, therefore, recommended that further study of the Springfield Airport be made, with a view towards its development to meet the requirements necessary for its classification as a Terminal Airport.