The Connecticut Program of Aeronautical Regulation and Promotion

Charles L. Morris
THE CONNECTICUT PROGRAM OF AERONAUTICAL REGULATION AND PROMOTION*

CHARLES L. MORRIS†

I. INTRODUCTION.

The Need for Regulation:

Connecticut is perhaps most noted in the field of aviation regulation for the fact that the first laws in the country to govern aeronautics were passed by the Connecticut legislature in 1911. This aeronautics act was sponsored by a beloved Governor, Simeon E. Baldwin, and was passed primarily because the legislators did not want to interfere with what they at that time thought was a foolish whim. The act was entitled “An Act Concerning the Registration, Numbering and Use of Air Ships and the Licensing of Operators Thereof.” Even at that time definitions were provided for “air ship,” “aeronaut,” and “flight.” It would be interesting to quote here the definition of “aeronaut,” which, according to the act “shall include every person who, being in or upon an air ship or anything attached thereto, undertakes to direct its ascent, course, or descent in the air, or the ascent, course or descent in the air of anything attached to such air ship.” The fees at that time were $5.00 for air ship registration, a sum not exceeding $25.00 for examination and tests of an applicant for a license, and $2.00 for the license to operate.

The Connecticut Laws of 1911 received widespread attention during the years following and served time and again as a basis for aviation codes, not only in several states of the United States but also in foreign countries. They were passed when aviation was very young and Governor Baldwin indeed showed foresight in sponsoring them. The need for regulation was doubtless not acute at the time of their passage, but as aviation developed through the years, it became more and more apparent that adequate regulation was essential, and by 1927, persons who were active in aeronautics

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*This is the third of a series of articles dealing with state promotion and regulation of aeronautics. The first article, on the Illinois program, appears in 5 JOURNAL OF AIR LAW 51; the second, on the Michigan program, appears in 6 JOURNAL OF AIR LAW 326.

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felt that much could be done by an independent aviation department. The legislature thereupon created such a department—the first of its kind in the country.

The act of 1911 has, of course, undergone extensive revision until our present laws bear scarcely a semblance of relationship with the original thought. Perhaps the only similarity that can be seen is that the present-existing laws provide that the Commissioner of Aeronautics “shall enforce the provisions of the statute concerning aeronautics.” It will be noted that there is no provision or requirement in the statute for the promotion of aeronautics. In the opinion of the writer this is unfortunate and efforts have been and will be made from time to time to have promotional activities provided by statute.

The Need for Airport Construction:

Connecticut is a part of New England and this immediately puts it in a class by itself from the standpoint of topographical, geological and meteorological conditions. The territory is quite rolling and heavily wooded with the exception of a small percentage of the area, which is given over to farming. Most of the farming area consists of fields which are abundant with loose stones and large boulders brought down by the glaciers of prehistoric times. Therefore, an airplane attempting a forced, or emergency, landing may be directed toward what appears to be a very satisfactory field, but upon approaching or landing the pilot will generally find that he still must avoid a number of dangerous boulders besides probably having to land on a side hill. Fog conditions in Connecticut in the spring and fall are quite prevalent and, due to the topography, a forced landing from this or other weather causes is likely to be serious. Probably ten to fifteen per cent of the serious accidents in Connecticut have occurred from pilots being bottled up in the hills by low clouds or fog and being unable to find a satisfactory landing field. In view of this interweaving of natural conditions, an extensive airport system is very necessary in this state—not only for terminals in the metropolitan areas, but also for emergency or strip fields in the outlying districts. Connecticut, after all, is only about fifty miles wide and, therefore, can be considered as one airway in its entirety, and this airway opens the gates to all of New England and the northeast.

The Need for Promotional Activities:

The psychology of the average New England Yankee is such that promotional activities play a very important part in the work
of the Department. New England is highly conservative and most New Englanders are "ag'in' it, whatever it is." Therefore, the Connecticut Department of Aeronautics has taken advantage of any opportunity whatsoever to talk on aviation to any group of individuals.

A further promotional activity that was carried on during the summer of 1935, was a series of four feature articles published in all the Sunday newspapers throughout the State, bringing to the attention of the layman the simplicity of aviation, and stressing the safety requirements which today remove hazards that he still thinks exist.¹

A regular part of the promotional work are reports which are issued by the Department from time to time, furnishing the newspapers with statistics regarding the number of pilots, airplanes, accidents, etc. Above all, we are particularly concerned with giving immediately an accurate report on any airplane accident in the State. It is a principle of the newspaper business that when there is a story, it shall be printed. Airplane accidents are still news, and there is nothing anyone can do to keep them out of headlines. But, one vitally important activity for a State Department to undertake, is seeing to it that the true facts of any airplane accident are printed in the first edition, rather than following later in small type. The Connecticut Department has taken this as one of its duties.²

An active airmarking campaign, we have found, creates widespread interest in aviation. Two or three years ago the Department inaugurated such a program, working through the Boy Scout Troops. They concentrated especially on stone signs constructed in open fields throughout the State. At the elaborate dedications of these signs,³ the scouts in the troop which had built the sign would be there en masse and would bring their families, relatives and friends. Immediately, there would be a great wish to see the sign from the air and we found that people were frequently taking their first ride as a direct result of this program.

II. BASIC REGULATORY PROVISIONS.

(A) General Statutes

(1) General Intent of Statutes—As stated in the introduction to this article, Connecticut Laws Governing Aeronautics date

¹ See Section VI, D. 4, infra.
² See Section V, E, infra.
³ See Section VI, A 2, infra.
THE CONNECTICUT PROGRAM

back to 1911. They have been revised by nearly every legislature since that time, and have progressed from administration by the Secretary of State to the Commissioner of Motor Vehicles and finally to a separate Department created in 1927 especially for administering the aviation laws. The intent of the statutes is to maintain aviation in as safe a condition as possible. Flexibility is furnished by Section 3053, which provides that “the Commissioner of Aeronautics may make, alter or repeal regulations governing the administration of all statutes relating to aircraft, pilots, flying, airports, landing fields and airways.” Thus, the fundamental provisions on which the Commissioner shall base his actions are provided by act of the legislature, but the administration of these acts is subject to regulations issued or repealed to meet rapidly changing conditions.

(2) Relation With Federal Bureau of Aeronautics—While Connecticut has a very complete set of laws governing aviation, it is obvious that it would be foolhardy to attempt to steer an independent course as regards the laws of other states and of the United States Bureau of Air Commerce. Therefore, the closest coordination and cooperation with all branches of the federal bureau are maintained at all times. Until 1933, this was not entirely the case, but changes which have been made since that time (both by the federal and the Connecticut bureaus) have tended toward a complete unity of detail. The Connecticut aircraft inspection is identical with the inspection given by the Bureau of Air Commerce. The pilot’s examination is substantially the same. The physical examinations are exactly similar, inasmuch as the State flight surgeons are approved examiners for the Bureau of Air Commerce. As a further indication of unanimity, Regulation No. 30 states that “all questions not specifically covered by State laws or regulations, shall be governed by the air commerce regulations or air traffic rules of the United States Department of Commerce, Bureau of Air Commerce.”

Furthermore, the statutes specify that the Commissioner may require satisfactory demonstration of airworthiness by analyses and drawings, visual inspections and flight tests, or in any other man-

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4. The aviation laws of Connecticut, together with the regulations which have been issued by the Commissioner, have been published in a bulletin entitled “Connecticut Laws Governing Aeronautics” and may be had, upon request, from the Commissioner of Aeronautics, Hartford, Connecticut. Lack of space prevented their inclusion in the appendices to this article. [Ed.]

5. References which follow are to the General Statutes of Connecticut, Revision of 1930, as amended in 1933 and 1935.

6. Section 1283C. (The section numbers ending with the letter “C” will not be found in Chapter 185 of the Laws of 1930. They are to be found in the 1933 or 1935 Supplement to the General Statutes. [Ed.])
ner, the tests being based on consideration of structural strength, cockpit arrangements, etc. In actual practice this section is interpreted in such a way that the federal registration of an aircraft is considered *prima facie* evidence of structural airworthiness. Thus, complete uniformity is now a fact and, although Connecticut is still credited by the Bureau of Air Commerce with two unlicensed airplanes, actually even these two are non-existent in this State.

The question may be asked, "why must a complete state organization duplicate the work of the federal bureau?" The answer is that the duplication, in fact, does not exist, but that the State goes into further detail than the federal bureau can without a tremendous increase in personnel. An example of this is a monthly re-inspection of every aircraft at its home port rather than an annual inspection at a fixed point. Another example is the ability to give, on short notice, flight examinations for pilots' licenses *at the pilot's home port*. A State department, furthermore, can check all accidents, instead of having to be restricted only to fatal ones, and can be on the scene within an hour or two after the accident occurs. It can also provide detailed training for the medical examiners in the specialized field of aviation. Again, a State department has more intimate knowledge of the individual pilot and his ability, due to constant personal contact. These are only five of the numerous ways in which a State body enters the picture, as Connecticut has. Many more examples will be found in the following pages, including work which the federal bureau has been unable to accept.

(3) *Department Organization*—The statute provides that "the Governor shall nominate, and with the advice and consent of the senate appoint, on or before, May 10, 1933, and quadrennially thereafter, a commissioner of aeronautics, who shall hold office for four years from the first day of June in the year of his appointment." This is in accordance with the usual plan of organization in the Connecticut State departments.

The Commissioner by statute may appoint a Deputy, Chief Inspector, Inspectors, Chief Clerk and Assistant Chief Clerk, to assist in carrying out the business of his office. There is also provided by statute an Advisory Board on aeronautics, which consists of the Commissioner of Motor Vehicles, the senior air officer of the 43rd Division Aviation (Connecticut National Guard), the State Flight Surgeon and four additional members to be appointed by the

7. Section 3047.
8. Section 3052.
Governor. The appointments of the members of this Board run for a term of four years and the members serve without remuneration. The Board meets only on call of the Commissioner, but is a very valuable asset in making and working out the details of fundamental changes in State laws and regulations.

(4) Duties of Commissioner—The Commissioner, as already indicated is empowered by law to "enforce the provisions of the statutes concerning aeronautics." Thus, the extent of the Commissioner's actions is gauged entirely by the extent of the statutes. There is no limitation as to specific duties to be performed, and a new undertaking, if provided by law, automatically is handled by the Department.

A biennial report must be submitted to the Governor.

(5) State Licenses for Airports, Landing Fields and Aviation Schools—The statute provides that "no pilot shall operate any aircraft commercially from any airport or landing field which has not been inspected and approved by the commissioner or an inspector." It further provides that if a pilot desires to carry passengers commercially from a field which is not a recognized airport, he must have a written permit from the Commissioner. There is no fee charged for the approval of any airport or landing field.

There has been no attempt to license aviation schools in the State, but a system has been devised which will be outlined later under Section IV B 3 which in effect licenses the instructors of the State.

(6) Accident Investigations—Any pilot, whether a resident or non-resident of Connecticut, when involved in an aircraft accident resulting in personal injury or damage to property, including damage to any aircraft, shall by statute make a written report to the Commissioner within twenty-four hours of the accident, and forms are provided, very similar to the Bureau of Air Commerce accident reports, on which the information may be detailed. Thus, even though the accident may not be serious, there is a complete record of any accident which results in any damage of whatever type. The statute is interpreted to apply only where there is damage in excess of $10.00. Accidents which are in any way serious are always investigated by an inspector of the Department.

(7) Enforcement—The duties of the Commissioner, as stated
above, are to enforce the provisions of the statute. The State Police may be required\(^\text{12}\) to assist the Commissioner in his work.

The Commissioner, his Deputy or any salaried inspector of the Department is further empowered\(^\text{13}\) with the same authority as sheriffs, police officers or constables while engaged in the discharge of the duties of the office.

(8) *Registration of Aircraft and Pilots*—Every aircraft flying in Connecticut (with provision made for non-residents under Section 3065) must be registered by the Commissioner.\(^\text{14}\) The fees\(^\text{15}\) for registration of aircraft are 2c per pound of the gross load, which is the difference between the gross weight and its weight empty. A minimum fee of $10.00 per year and a maximum fee of $40.00 per year are specified. The fees are pro-rated after April 30th and a rebate is allowed after the ship has been registered for four full months.

Every pilot of any aircraft (also with provision for non-residents under Section 3065) shall be licensed by the Commissioner.\(^\text{16}\) The fee\(^\text{17}\) for this is $2.00 per year with an additional 50c for each change of class. In other words, if a student pilot progresses to an amateur any time during the year, he is not charged the regular $2.00 fee but pays only 50c for the transfer.

(9) *Disposition of Fines and Costs*—All fees, fines and forfeitures collected by the Commissioner are paid into the Treasury of the State but are credited to an airways account which may be drawn upon by the Commissioner at any time for the maintenance and reconstruction of State airways, airports, landing fields, and necessary expenses connected with the inspection and survey of same. This fund at the present time is used primarily for airmarking.

(10) *Miscellaneous*—Provision is made by the statutes\(^\text{18}\) for hearings and appeals to be taken from any decision of the Commissioner. The Commissioner or an authorized agent is permitted to administer oaths and take testimony, and may order production of papers and documents, and may issue subpoenas.

A general penalty,\(^\text{19}\) covering violations where no specific penalty is provided, authorizes a fine of not more than $100.00 or imprisonment for not more than six months, or both.

\(^{12}\) Section 3084.  
\(^{13}\) Section 1280C.  
\(^{14}\) Section 3054.  
\(^{15}\) Section 1272C.  
\(^{16}\) Section 3060.  
\(^{17}\) Section 1272C.  
\(^{18}\) Section 1285C.  
\(^{19}\) Section 3091.
There is no provision in the Connecticut statutes for the issuing of certificates of convenience and necessity.

(B) Regulations Promulgated Under the Act:

(1) Regulations—The Connecticut regulations are issued by the Commissioner under authority granted in Section 3053, which provides that he “may make, alter or repeal regulations governing the administration of all statutes.” They are grouped generally as follows:

(1) General regulations.
(2) Regulations on traffic over games, races, etc.
(3) Safety regulations.
(4) Licensing regulations and pilot restrictions.
(5) Student solo regulations.
(6) Airport Regulations.
(7) Parachutes.
(8) Aircraft lights.
(9) Miscellaneous.

Under General Regulations, provision is made for a permit for photographic flights necessitating flying at an altitude less than that required by law; for equipment in the aircraft, such as fire extinguisher, first-aid kit, etc.; for preventing removal of a wrecked airplane until permission is given by the Commissioner of Aeronautics; for prohibiting the use of sirens on aircraft; and for prohibiting flying at any altitude over any penal institution or hospital.

Regulations on traffic over games, races, etc., apply throughout the year over any outdoor gathering of any type. Traffic is maintained counter-clockwise at an altitude of two thousand feet, although photographic ships may apply for a permit to fly at not less than one thousand feet.

The Safety Regulations require that any airplane which is to be used for pilot’s tests must have had a test flight of at least one-half hour since last overhaul. They further provide that gasoline used in any airplane must be at least equal to “U. S. Aviation Gasoline, Domestic Grade”; and that instrument flights over or near any airport or airway shall be carried on only with a qualified pilot as copilot, except, of course, in cases of emergency.

The licensing regulations and pilot restrictions provide limitations for student, amateur and private pilots; and further provide a temporary aircraft registration and a temporary pilot’s license as noted below.\textsuperscript{20}

\textsuperscript{20} See Sections IV A 3, IV B 4, infra.
Student solo regulations have been drawn up, which in effect, accomplish the licensing of the instructor.\textsuperscript{21}

The airport regulations require that a copy of the field rules be on file in the office of the Commissioner, and further provide for barnstorming permits, not only from land but also from any body of water or any ice field.

Parachutes are required to be repacked at least once in every sixty days prior to being worn or used.

Requirements for aircraft lights are, of course, identical with the Bureau of Air Commerce rules.

Miscellaneous regulations provide that any question not specifically covered by Connecticut laws or regulations shall be governed by the regulations and rules of the Bureau of Air Commerce.

III. DEPARTMENT ORGANIZATION.

(A) Organization Procedure:

(1) Personnel and Distribution of Duties—While there is at present no sub-office of the Department of Aeronautics for administration purposes, there are three regional bases for the physical examination of pilots, and there is also a very definite distribution of duties within the Department itself. Under the Commissioner there is a Deputy Commissioner who administers the details of the office work. Under the Deputy are two aircraft inspectors, one flight inspector and a chief clerk, as well as necessary secretarial and janitor assistants. He also has direct charge of an airmarking crew. The Bureau of Personnel Inspection, however, reports directly to the Commissioner, through the Chief Flight Surgeon. The Bureau is composed of five qualified flight surgeons who have undergone not only the usual correspondence course but have further been sent for a three months' training course with the Army School of Aviation Medicine at Randolph Field, Texas. They have all returned from this training with their military ratings. At the present time there is one more doctor completing his preliminary correspondence work and he will shortly be sent to Texas for the final training.

(2) Division of Duties—As indicated in the preceding paragraph the Commissioner coordinates all activities of the Department and is in charge of all licensing and promotional work of whatever type. The details of most of the licensing and inspection have been turned over to the Deputy Commissioner, and the details

\textsuperscript{21} See Section IV B 3, infra.
of medical requirements have been turned over to the Chief Flight Surgeon, but these two subordinates report directly to the Commissioner on the condition of the office.

(B) Commissioner's Office:

1) Personnel—The personnel of the Department of Aeronautics is as follows:

**Commissioner—Advisory Board (On call to confer)**

- Deputy Commissioner
- 1 Flight Inspector
- 2 Aircraft Inspectors
- 1 Chief Clerk
- 1 Secretary
- 1 Airmarking Crew
- 1 Janitor

**Chief Flight Surgeon**

- 4 Assistant Flight Surgeons

2) Equipment—(a) Office—The office equipment consists of six letter-size filing cabinets of four drawers each for the correspondence, and licensing and inspection records; two letter-size filing cabinets (four drawers each) for the Chief Flight Surgeon; twenty-five drawers used for filing of old records to which only occasional reference is required. There is also one cabinet of nine drawers, card-file size, for use in filing cross-index cards, card notices which are forwarded regularly to pilots, master record of all pilots ever licensed in the State of Connecticut, and registration certificates of all aircraft filed in three different ways, first by State registration number, second by Department of Commerce registration number, and third by towns where the aircraft shall be taxed.

Other office equipment consists of six large desks, two secretarial desks, large conference table, chairs, drafting table, several book cases and cabinets. A large supply closet is provided in which are kept all forms, stationery, maps, blue prints, etc. A smaller steel cabinet is used to provide an easily accessible supply of this equipment. Two addressograph machines are also part of the office equipment—one to cut the plates and the other to stamp them on the notices and envelopes to be sent out. The Chief Flight Surgeon's office is further equipped with a medicine cabinet, cot, hospital tables and medical instruments.

The Department headquarters are located in a building 41 x 66 feet, especially designed for the Department. It is one story high,
but is so constructed that a second floor may be added if and when needed. It contains six large office rooms, waiting room, and a dark room for eye examination. The basement is accessible by a ramp for storage of automobiles, and is equipped for extensive mechanical work. The building is on the Hartford municipal airport, Brainard Field, which makes for a very efficient organization, as the Department airplanes can be parked practically at the front door, and visiting pilots may drop in without the need of paying taxi fare into town.

(b) General—The Department of Aeronautics owns no airport construction equipment of any type. However, the facilities for ground transportation are five two-door Ford sedans, and one Ford Panel Truck used for airmarking and airways service. The sedans are equipped with crash-kits composed of the tools needed for an emergency dismantling of a wrecked airplane. Aerial transportation is provided by two State-owned airplanes—a four-place Stinson Reliant with controllable pitch propeller and a two-place Travelair Sport Trainer.

(c) Blank Forms—The forms used by the Department consist of the necessary license and registration blanks; aircraft accident and inspection reports; "Not-to-be-Flown" tags to be hung on any aircraft which requires important repairs; student solo authorizations and the necessary instructions for their use; application blanks for pilot license and aircraft registration; an outline of requirements for flight examinations; and "Not-to-be-Flown" tags to be attached to all parachutes after expiration of sixty days from date of last repacking.

(C) Department Budget and Finance:

1. Amount and Source of Funds—The Connecticut Department of Aeronautics is financed by an appropriated budget, approved by the Legislature biennially, and drawn from the general fund. This budget from July 1, 1931 to June 30, 1937, has averaged $33,093.00 per year with ten people regularly on the pay roll. The maximum budget request was for the year 1931-32—$44,-850.00; the minimum is for the year 1936-37—$29,597.00. The decrease is caused by a strict economy program which called for drastic cuts in all State department operating costs and salaries.

The fees actually received by the Department have been decreasing regularly since 1930, due partially to business conditions but also to a series of reductions in the fee schedule promulgated by the Department. In 1930, the total income from aircraft and
The Connecticut Program

The pilot fees was $4,561.00; in 1934, it was $4,158.00 and a further reduction will be noticed both in 1935 and 1936, due to a further recent change in the registration and licensing fees.

(2) Budget—The yearly budget of the Department has been as follows:

<table>
<thead>
<tr>
<th>Year</th>
<th>1931-32</th>
<th>1932-33</th>
<th>1933-34</th>
<th>1934-35</th>
<th>1935-36</th>
<th>1936-37</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Services</td>
<td>$20,450</td>
<td>$20,450</td>
<td>$17,063</td>
<td>$17,063</td>
<td>$17,332</td>
<td>$17,332</td>
</tr>
<tr>
<td>Contractual Services</td>
<td>7,600</td>
<td>7,600</td>
<td>6,060</td>
<td>6,060</td>
<td>5,565</td>
<td>5,565</td>
</tr>
<tr>
<td>Supplies, Materials</td>
<td>6,400</td>
<td>6,250</td>
<td>4,385</td>
<td>4,385</td>
<td>3,600</td>
<td>3,600</td>
</tr>
<tr>
<td>Capital Outlay-Equipment</td>
<td>10,400</td>
<td>100</td>
<td>300</td>
<td>300</td>
<td>1,600</td>
<td>1,100</td>
</tr>
<tr>
<td>Airways and Airdromes</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
<td>2,000</td>
</tr>
</tbody>
</table>

The following is a breakdown of the operating expenses of the Department for the year 1934-35:

<table>
<thead>
<tr>
<th>Category</th>
<th>Cost</th>
</tr>
</thead>
<tbody>
<tr>
<td>Personal Services</td>
<td>$17,130.24</td>
</tr>
<tr>
<td>Contractual Services</td>
<td>4,223.56</td>
</tr>
<tr>
<td>Supplies and Materials</td>
<td>3,310.74</td>
</tr>
<tr>
<td>Equipment</td>
<td>2,036.40</td>
</tr>
<tr>
<td>Airways and Airdromes</td>
<td>1,088.35</td>
</tr>
</tbody>
</table>

$27,789.29

(3) State Aircraft Expense—In 1929, the Department purchased a Vought Corsair. This airplane was used for patrol and inspection work and for transportation of Department personnel. In 1931, however, it was felt that the high operating costs of this airplane were not justified by the existing financial conditions and, therefore, a Travelair two-place Sport Trainer and a Buhl Bull Pup were purchased. The Vought, however, was still maintained for occasional service. In 1933, the Vought Corsair and the Bull Pup were sold and the proceeds were used to purchase the present Stinson four-place Reliant. This airplane is used to transport the officials of the various State departments, not only within the State but also for short trips out of the State on official business. As yet, there has been no charge made for this use of the airplane.

It is practically impossible to break down the operating costs of the various planes, due to the overlapping of the periods of their use. Furthermore, a great deal of maintenance work is done by the Department inspectors.

However, the following figures on present equipment might be of interest:

<table>
<thead>
<tr>
<th>Category</th>
<th>Travelair</th>
<th>Stinson</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total Flying Time</td>
<td>400 hrs.</td>
<td>281 hrs.</td>
</tr>
<tr>
<td>Age to November, 1935</td>
<td>4 yrs., 5 mos.</td>
<td>1 yr., 8 mos.</td>
</tr>
</tbody>
</table>
(D) Cooperation With Other Organizations:

(1) Attorney General—The Attorney General of the State is the legal advisor and counselor for the Department of Aeronautics. All matters requiring legal assistance are referred directly to him.

(2) State Police—The Department of State Police has cooperated admirably in the enforcement of the laws, and reports directly to headquarters any aircraft accident or any violation that comes to its attention. The State Police have frequently taken advantage of our airplanes for patrol work, and for locating escaped convicts, illegal liquor manufacturers, etc.

(3) Forestry—The State Forestry Department has utilized our aircraft facilities on numerous occasions for survey and patrol work. On one survey expedition a certain area of woodland was checked from the air and in a flight of one-half hour it was noted that the entire area was soft wood, although shown from ground surveys to be practically all hard wood. On another occasion a forest fire was reported from the air by radio to amateur operators on the ground, who immediately phoned Hartford headquarters, resulting in the prompt dispatch of fire fighters to the scene.

(4) Fish and Game—The Fish and Game Department occasionally utilizes our airplanes, especially for surveying the distribution and number of wild ducks and geese at various times throughout the season. It is found that an aerial survey can cover in about three hours what it would take two men on the ground ten days to two weeks to complete. Furthermore, the aerial survey has the advantage of being completed almost immediately so that errors, caused by the constant movement of ducks, are kept to a minimum.

(5) Department of Commerce—The complete mutual cooperation between the Federal Bureau of Air Commerce and the State Department of Aeronautics is absolutely essential for the proper administration of the work, and this cooperation has always been in evidence. The federal inspectors assist, and in turn are assisted by, the State inspectors. The State Department is constantly in close touch with the federal district supervisor. Any matters of special importance are sent through channels to Washington, where we have always found the best of cooperation.

(6) Others—Occasional calls have come from various other Connecticut State departments, requesting aerial transportation in emergency matters. Thus, over two million cigarette tax stamps
were transported into the State by the State airplane, due to an emergency which arose from a delay in the printing office. Transportation has been furnished to various State officials in meeting important engagements, and has also been furnished to the Emergency Relief Administration so that an accurate survey could be made of the airport program being carried on within the State.

IV. REGISTRATION AND LICENSING.

(A) Aircraft:

(1) Registration—The State law requires that every aircraft flying within the State must be registered by the Commissioner of Aeronautics. Provision is made, however, for non-resident pilots to fly non-commercially within the State for the same period of time offered to residents of Connecticut by the state from which the non-resident comes. An attempt was made upon passage of this law to contact the other states in the Union and ascertain what privileges they would grant to Connecticut pilots and aircraft. In general, the answer to those inquiries was that Connecticut pilots and airplanes could fly in the other state for some certain period ranging from ten to ninety days, provided the airplane and the pilot were licensed by the U. S. Bureau of Air Commerce. As has been indicated, every airplane and pilot now flying in Connecticut is licensed by the Federal Bureau, but the intent of our statutes was reciprocal recognition of state licenses. Therefore, no definite arrangement has been made with any state regarding reciprocal rights, but the original statute has been assumed as guiding in this matter, namely: thirty days in any one year is allowed any non-resident provided he is licensed either by another state or by the federal Bureau of Air Commerce.

Aircraft registrations are issued after being checked by one of the State aircraft inspectors. The fee for aircraft is two cents per pound gross load (difference between gross weight and weight empty). A minimum and maximum of $10.00 to $40.00 per year, and a prorating schedule after April 30th of any calendar year, are provided. Furthermore, refunds on cancelled registrations may be applied for after four months from the date of registration of the aircraft. The reason for requiring a minimum period of four months is in order to keep itinerant pilots from being able to come into the State, fly commercially for one or two week-ends and then move on, cancelling their registration immediately so that the total cost of their operations would not be more than a dollar. The
present provision makes this impossible, as the cost of four months of registration is considerably higher.

(2) Inspection—Every aircraft upon applying for license in the State is thoroughly inspected from propeller hub to tail skid. Furthermore, two aircraft inspectors are kept constantly on the road throughout the month re-inspecting airplanes at their home ports. We find that with the one-hundred-forty to one-hundred-fifty airplanes registered in the State every year two men can comfortably re-inspect every airplane completely once each month. This re-inspection is exactly the same as the original inspection, although the inspectors do not cut open the fabric more than once a year without a definite need for it. If, on the re-inspection, some minor repair work is found that should be done, a memorandum is left for the owner. If it is found that some dangerous condition has arisen in the course of a month, a "Not-to-be-Flown" tag is hung on the ignition switch or throttle, outlining the necessary work to be done before the ship may be flown. This tag is sealed and may be removed only upon authorization by an inspector.

(3) Temporary Registration—In order to facilitate the issuance of aircraft registrations, a temporary registration has been devised which is good for ten days. This may be issued by the inspector in the field so that there is no delay caused by office routine. Furthermore, this temporary registration may be issued at a fee of $2.00 to pilots who do not desire a permanent registration on the airplane, but who would like to fly for not more than ten days for their own private pleasure. For commercial flying, the temporary registration is not valid until the full registration fee has been paid.

(B) Pilots:

(1) Requirements—The Connecticut pilot licenses differ in two respects from the federal license:

(a) The Student license is issued at the time of solo instead of being issued by the medical examiner before instruction starts.

(b) The Limited Commercial license is issued at one hundred hours instead of at fifty.

Aside from these two changes, the licenses and requirements are identical. The reason for the first difference—namely, the student license being issued at the time of solo—is that we have felt that the student is not acting as pilot of the airplane until he
is actually flying it himself. This is exactly parallel with the system in use by the Department of Motor Vehicles, whereby an unlicensed automobile driver may drive a car provided he is accompanied by a licensed driver in the front seat.

The reason for the second variation—namely, one hundred hours instead of fifty for the limited commercial license—is that we do not feel that a pilot should be entitled to carry passengers commercially in this particular section of the country with the same amount of experience as a private pilot, even though a limited commercial pilot is restricted in his commercial cross-country flying.

The requirements for the practical flight tests are substantially the same as those required by the Bureau of Air Commerce. The important points are, that for a student license the pilot must be prepared and ready to demonstrate stalls and recovery, and the inspector must be assured that the student has experienced spins and recovery with his instructor. For the private license spins are required, and an unusual test has been added to the list for judging the pilot’s actual flying ability: a spiral upward for one thousand feet. Further requirements of interest are:

(a) An applicant for a pilot’s license shall be of good moral character.

(b) “A student, amateur or private pilot’s license may, in the discretion of the Commissioner, be issued to an applicant who is at least sixteen years of age.”

The limited commercial and transport licenses shall not be issued to any applicant who is under eighteen years of age.

(2) Physical Examinations—The Department’s “Bureau of Personnel Inspection” is composed of five rated Army flight surgeons who were picked geographically from the qualified doctors of the State. They were trained in the regular flight surgeon’s correspondence course and were subsequently sent for three months training to the School of Aviation Medicine at the United States Army base in Texas. One more doctor is at present receiving this training and will shortly be qualified as an Army flight surgeon.

The men for this work are distributed at strategic points throughout the State and they make their examinations in their own area. Furthermore, thought has been given to having men who were not only general practitioners, but also had specialized training in certain fields. At present, one examiner specializes in car-
diology and one in ophthalmology. Thus, if a border-line case is found in either of these branches, it can be referred to the specialist in that field, and he can give a specialist's finding, tempered and broadened by an actual working knowledge of aviation medicine.

Physical examinations are required as follows:

- **Transport and Limited Commercial**—every six months—Fee $5.00.
- **Private, Amateur and Student**—once a year—Fee $5.00.
- **Non-Commercial Glider and Parachute**—once a year—Fee $3.00.
- An original examination of any class (except non-commercial gliders and parachutes) costs $10.00.

To avoid duplication, the flight surgeons for the Department of Aeronautics are also qualified by the Bureau of Air Commerce. Thus, a copy of any examination that is made in Connecticut is forwarded to Washington and is valid as an examination for a Federal license.

(3) **Student Solo Authorization**—The Connecticut law requires that "no person.........shall act as pilot of any aircraft until he shall have obtained from the Commissioner a license for such purpose. No such license shall be issued until the applicant therefor shall have been examined and his application approved by an inspector of aeronautics." Under this law until recently, a student under instruction had to be checked out by an inspector, even before his first solo. This meant that it was impossible for an instructor to take advantage of the psychological moment when a student is best qualified to solo. The instructor would have to request an examination and it might be several hours or even a day or two before it was possible for the inspector to meet the appointment. This we found to be very poor psychology and worked a hardship not only on the student and instructor but on the inspector as well. He would frequently have to give the student actual instruction time himself, and he would often find that the student was unfit to solo at the minute and would therefore have to authorize the instructor to use his own judgment at a later date.

In 1932, therefore, a student solo system was worked out after conferences were held with the Attorney General to ascertain just how we could circumvent our own laws. Under this new plan a transport pilot with five hundred hours or more of time may apply for student solo authorizations. He is issued a series of numbered authorization blanks which are, in effect, restricted pilot licenses.
The instructor himself is made an agent of the Department to a limited extent, authorized only to issue and sign a student solo authorization, which permits fifteen minutes of solo or three landings solo. An authorization cannot be issued more than once to any one student. It must be returned to the Department upon completion of the solo flight and all solo authorizations are charged against the instructor. If, on the subsequent State flight check, an unreasonable percentage of students from one instructor are found to be lacking in flying qualifications, the instructor's privilege to solo his own students may be revoked.

Since the inception of this plan, three-hundred-twenty-nine student solo authorizations have been issued to the transport pilots of the State. Very few students under the system have been rejected although in some cases additional instruction has been recommended to round out the applicant's general ability. The arrangement actually accomplishes a kind of instructor's rating, based not on the instructor's ability to pass a theoretical examination, but on his actual results in training students. Furthermore, it puts the responsibility for student's training directly on the instructor's shoulders and it keeps in check the growing tendency to try to rush students through in a shorter time than is safe.

(4) Temporary Pilot's License—In order to facilitate the issuance of pilots' licenses, a temporary license, good for ten days, may be issued by the inspector after the applicant has passed his flight check. This immediately authorizes him to fly and eliminates the delays involved in issuing the license from headquarters.

(C) Airports and Landing Fields:

It is required by law that no pilot shall fly commercially from any flying field until it has been inspected and approved by the State Department. This makes it possible to control barnstorming operations. In checking a field and in granting approval for flying from it, consideration is given to three factors:

(a) The size and condition of the field, and the prevailing winds.

(b) The pilot's experience.

(c) The known performance of the airplane to be used.

With these three points in mind, quite frequently a permit is issued somewhat as follows:
"To allow John Doe to carry passengers commercially from John Smith's field in airplane No. NC442M when the wind is in the south-west quarter."

The requirement of a barnstorming permit accomplishes three different purposes:

(a) It assures us that all commercial flying in the State is safe, and it gives an opportunity to check all itinerant barnstorming operations.

(b) It provides us with detailed information as to possible landing areas.

(c) It protects the Connecticut pilots from unfair competition by extensive, uncontrolled and irresponsible barnstormers from outside the State.

(D) Flying Schools and Instructors' Licenses:

There is at present no school license or instructor's license in Connecticut. As indicated above, the student solo system in operation in this State accomplishes very much the same purpose as an instructor's license.

(E) Flying Clubs:

There has been very little flying club operation in this State. A short time ago, however, one private pilot did attempt to start a flying club of four or five friends, giving them instruction time on his airplane in exchange for which they would buy gasoline and oil. Fortunately, our law still uses the phrase "for hire or reward" and the would-be instructor in this case was informed that the reward was furnished in the form of gas and oil.

(F) Airway Beacons:

No license fee or jurisdiction of any kind is exercised over airway beacons. Their establishment is encouraged, but in view of our small area, the State is at present reasonably well lighted by the New York to Boston airway. This line, however, is supplemented by two beacons (at the New Haven and New London airports) neither of which is maintained by the Bureau of Air Commerce.

(G) Parachutes:

The statute goes into considerable detail concerning the use and
maintenance of parachutes. A supplementary regulation requires that a parachute shall be packed or repacked by a licensed rigger at least once in every sixty days prior to being worn. Effective enforcement of this provision has just been undertaken, inasmuch as it has been found that parachute owners and users are lax in this most important question of maintenance. The inspectors in their rounds of the State are locating and checking parachutes which have come due for repacking. If the repacking slip does not show the necessary work within the preceding sixty days, a bright red “Not-to-be-Worn” tag is attached to the handle of the rip cord. This attachment is made by means of a wire sealed with a tin cap, which makes it impossible to remove the tag without either cutting the wire or damaging the seal. Only a licensed parachute rigger or inspector may remove the tag and it must then be returned to this Department with the necessary notations made thereon.

V. SUPERVISION OF AERONAUTICAL ACTIVITIES.

(A) Control of Flying Activities:

(1) Enforcement of Licensing Requirements—It has been the policy of the department to exercise careful discretion in the enforcement of the law. It is well known that laws can stifle any industry and can permanently injure a young and growing industry such as aviation. A knowledge and constant acceptance of this fact are very essential to the proper administration of the laws. When an operator has been found guilty of a rather minor violation the usual procedure is simply to have a talk with him on the first charge. If he is found, however, to be a constant violator, a suspension of license is in order. But even in such cases, a considerable amount of judgment is used in the actual extent of these suspensions. On numerous occasions, when a commercial operator has simply needed a warning, the suspension has been made but the license returned during a probation period of three to six months. If, within that period the operator is found guilty of another violation, the original suspension is made effective, plus any further penalties. Cases are very seldom taken into court for trial unless they are reasonably serious, or unless it is felt that the attendant publicity will help to reduce similar troubles in the future.

Excellent cooperation of the federal Bureau of Air Commerce

23. Section 1277C.
has always been noted. If a Connecticut pilot is grounded by the State authorities for a violation which is also a violation of federal regulations, the Bureau is notified of this suspension with a complete report of the circumstances attendant thereto, and if the Bureau feels that similar action by them is justified the pilot receives a federal, as well as his State, suspension. The situation reverses, with the same effect, in cases of a federal grounding of a Connecticut pilot.

(2) Control of Barnstorming—When a permit is issued by this Department for a barnstorming field, one copy is kept on file in this office, the original being given to the pilot to carry with him at all times while operating from the field. The State Police have been notified that the barnstorming pilots must have these permits, and if, in covering their territory, they see a pilot carrying passengers commercially from anything but a recognized airport, they immediately check to make sure that the necessary permits have been issued.

(B) Control of Airport Operation:

(1) Enforcement of License Requirements—The airport managers on the various airports in Connecticut cooperate to the fullest possible extent in assisting in the enforcement of license requirements and traffic laws. While they have been granted no official authority by the State, it is well understood that their assistance and recommendations will be followed up immediately by inspectors of the Department.

(2) Airport Field Rules—The Department does not attempt to make any supplementary air traffic rules over and above the rules and regulations of the Bureau of Air Commerce. It is the responsibility of the airport manager to enforce the Bureau's rules. However, any violation that is reported with the proper details receives prompt action by the Department.

(C) Control of Air Instructors:

The Department inspectors are constantly making the rounds of the State re-inspecting airplanes. While at their various stops, they check to make certain that instructional activities are in accordance with safe flying practice. Thus, at least once a month, and generally more often, operations are under official observation.
(D) Control of Air Navigation Facilities:

The State Department does not attempt control of air navigation facilities supplementary to the requirements of the Bureau of Air Commerce. We have encountered no difficulty in connection with the erection of false aids to navigation.

(E) Accidental Investigation:

Every accident that occurs within the State, whether the pilot is a resident or non-resident, must be reported to this Department within twenty-four hours. If the accident is of a serious nature as regards either damage to the airplane or injury to the occupants, an inspector goes at once to the scene to check all details carefully. This is done, not only to ascertain whether or not the accident involved any violation of laws and regulations, but also in order that we may have on file a true and unbiased account. If the accident is such as to interest the newspapers, the inspectors make a special effort to find the probable causes immediately. In a number of instances this has made it possible for the newspapers to carry an accurate preliminary story on the accident rather than to print an erroneous account which must subsequently be followed up with a smaller corrective article. No official finding is made by the inspectors in the preliminary investigation, but they simply guide the reporters in sorting out and understanding the vital facts so that they are then qualified to write their own stories just as they would the story of an automobile accident. The State Police Department has been instructed that serious accidents coming to their attention shall be reported immediately to this Department.

VI. The Promotion of Aeronautics.

(A) Construction:

(1) Airports and Landing Fields—The department has no funds or facilities for actual construction work on airports and landing fields, except that the fees and forfeitures which have been received may be used in the maintenance and reconstruction of State-owned airports, airways and landing fields. Inasmuch as there is only one State-owned airport, this fund has been used only slightly for airport work. Its chief use has been, as indicated below, for airmarking and airway beacons. The Depart-

25. Sub-sections 2 and 3, infra.
ment's airport work is primarily in assisting as an advisor in the location and development of airports by local interests. However, under the CWA and FERA from December, 1933 to November, 1934, a total expenditure of approximately $415,000.00 was made on Connecticut's airports. This included the construction of two new ports at necessary points in the State and the expansion and development of five present-existing so-called airports, so that they are now able to accommodate nearly every type of airplane.

(2) Air Marking—For the past four and one-half years the Department has been carrying on an extensive airmarking campaign, working through every possible channel. The Boy Scouts of the State offered very valuable assistance in locating available roofs for airmarkings, and in constructing stone signs in the fields of the State which have proven to be of great benefit to aviation. Their outdoor activity (hikes, week-end camps, etc.) was temporarily diverted into equally healthy and very useful work in laying out and painting these signs. Each troop would build a large sign, using Connecticut's natural supply of field stones. The paint was furnished by this Department. When it was completed, a date would be set for the official dedication of the sign and an embossed sheepskin trophy would be dropped from an airplane with a letter of commendation from His Excellency, The Governor.

The American Legion has assisted to a considerable extent in the field of airmarking, and private interests stimulated by local enthusiasts have resulted in the construction of several excellent markings throughout the State.

However, the greatest progress was made in the application of the fees and forfeitures account to this constructive work. A light truck was purchased and is in constant use on the airmarking program. A crew of two FERA workers is on the road constantly painting new signs and repainting old ones. This crew will be increased to three men under the new WPA organization.

Two years ago, a folding stencil set was designed, composed of five pieces of galvanized iron. By means of this set, any letter of the alphabet can be laid out quickly and accurately. This makes it possible to erect signs without having to pay the high wages required by skilled painters.

As a result of this program, there are at present over three-hundred-fifty signs in the State of Connecticut, which means in this limited territory one sign to every four miles square.

A cost analysis of the airmarkings that were constructed over a period of two years shows an average cost per sign of $14.10.
(3) Airway Beacon Operation—The Department has erected one airway beacon, which is in conjunction with the State-owned airport at Groton. The limited area of the State makes it unwise and unnecessary to attempt to set up any extensive supplementary airways system.

(4) Weather Reporting Stations—In view of the excellent disposition of federal weather stations in Connecticut, it is unnecessary to set up any State stations.

(B) State Airway Maps:

Due to the limited area of Connecticut, it would be superfluous at this time to publish an airway map of the State for distribution. No out-of-state pilot would carry with him a map of Connecticut for the short time that it takes to cross the State, and the local pilots find that the Bureau of Air Commerce maps are entirely satisfactory.

(C) Airport Aids:

(1) Use of Road Equipment—No satisfactory arrangement has been worked out whereby the State Highway Commission can use highway equipment in the construction of airports and landing fields.

(2) Assistance on Obstructions—The State law provides four excellent statutes\(^2\) covering the needs of airports as regards obstructions and adjacent highways.

Provision is made:

(a) For the exercise of the right of eminent domain in order to expand any municipally-owned airport.

(b) For the closing of any landing field which is found to be a menace to life or property, and for the closing or relocating of any highway or road to permit the development or use of any airport.

(e) For the removal of any hazards to aerial navigation.

(d) For the zoning of any area adjacent to an airport in order to eliminate possible future hazards.

These statutes have been invoked by the Department on a number of different occasions, with the result that roads have been relocated, trees have been removed, telephone lines have been changed.

\(^2\) Sections 3092, 3094, 3095, 3096.
THE CONNECTICUT PROGRAM

or buried and airports have been zoned in order to forestall the contemplated erection of obstructions.

(3) **Airport Taxes**—Provision is made in Section 1155 that any airport which is municipally-owned, but is located outside the limits of the municipality, shall be tax-free under certain conditions.

(D) **Educational Program:**

(1) **Aviation Talks**—The Department receives innumerable invitations to talk at various civic clubs and organizations throughout the State. All these invitations are accepted and a qualified speaker is sent to outline the present state of aviation and to try to impress upon the audience the fact that flying is not so far beyond their reach as they seem to think. A short talk on the general functionings of the Department is always acceptable, but it seems to make for a better understanding of aviation if this can be followed with about fifteen to twenty minutes of questions and answers. Everyone is vitally interested in aviation and has many thoughts that he wants to get clear in his mind. Questions, whether from a group of fifteen or a hundred, always seem to coordinate the aviation talk with the actual interests of the individuals.

(2) **Model Planes**—The Department has assisted in the activities of a number of model plane clubs in Connecticut and has encouraged their operations in every way possible. On several occasions members of the staff have acted as judges in the model plane events and we are frequently called upon to furnish speakers for these growing units.

(3) **Assistance at Air Meets**—It is the policy of the Department to render every possible assistance to air meets at the various airports. Department representatives advise freely with the sponsors of the meets, furnishing pertinent information as to possible special features and outlining new types of contests that seem to arouse greater interest. During the meet itself, inspectors are always on hand to assist in the issuance of last minute permits and to aid in traffic control.

(4) **News Releases**—The Department from time to time issues releases of interest to the general public. Most of the articles carry statistics regarding the development of aviation, especially as pertains to the State.

Perhaps the most interesting, however, was a series of four releases which were carried in the summer of 1935 as feature stories
in all the Connecticut Sunday newspapers. These articles outlined in less than a thousand words each the pertinent information regarding the four basic interests in aviation:

(a) Medical Examinations.
(b) Flight Inspection.
(c) Airplanes.
(d) Airports and Ground Facilities.

There were no technical details in any of the stories; they were written in plain English so that everyone could understand them. Illustrated with appropriate photographs of personnel, airports, equipment, etc., they created a very wide-spread interest among the reading public. They gave a fundamental working knowledge which corrected a good many false impressions that people had hitherto held regarding aviation.

(5) Accident Releases—As indicated above, an important part of our educational program is arranging that the news stories on accidents are correct from the start. This has created a much better feeling toward aviation, due to the fact that the readers get an immediate true picture of the causes of accidents.

(6) Complaints—Complaints are received very frequently by the Department regarding the flying of some airplane or airplanes. These complaints are always investigated, and, if found justified, action is taken. Often, however, they are unfounded, but the opportunity is taken to approach the less air-minded individuals who have made the complaint and to influence them toward a better acceptance of aviation through personal contact and explanation, and by clearing up any questions that the observer may have and assuring him of our wish to maintain safe flying.

VII. Conclusion.

As a result of the foregoing organization, accidents in Connecticut have constantly decreased from 1930 to the present date. The year 1934 had only twenty-seven accidents as compared with the high of fifty-two for 1930. This it will be noted includes all accidents of any type whatsoever, even though the damage might consist only of a washed-out wheel or a damaged propeller.

Actual flying activities, however, showed very little drop dur-
ing 1932 and 1933 and the present year shows every indication of being the most active of any year in the history of the Department from the standpoint of the number of pilots and aircraft licensed.

It is increasingly apparent that the public of Connecticut is becoming more and more aware of the fact that flying, even over the slightly unfavorable territory in this State, is being made safer every day.
Appendix A

PILOT LICENSE FORMS

(1) APPLICATION FOR AIRCRAFT PILOT’S LICENSE

State of Connecticut
DEPARTMENT OF AERONAUTICS

APPLICATION FOR AIRCRAFT PILOT’S LICENSE

MAKE FEES PAYABLE TO COMMISSIONER OF AERONAUTICS

All blanks must be made out in ink, or typewritten, or application will be returned.
All applicants must answer questions 1-12 inclusive. All applications must be notarized.
Original applicants must answer all questions.

1. Application is hereby made for........license
2. Is this a renewal or new application?...........
   (Note: Renewal of license will be granted only for a license valid on December 31, previous to the year for which renewal is requested.)
3. Last Connecticut License No.............
6. (a) Name ....................................
    (b) P. O. Address..........................
       (To be typewritten or printed)
    (Street) (City or Town) State
7. Age...........Years...........Months
8. (a) Color of eyes........ (b) Color of hair...... (c) Sex........
    (d) Weight........... (e) Height...........
9. Date of last physical examination for flying and doctor’s name........
10. (a) Total number of solo hours..........................
    (b) Solo hours in past twelve months..........................
    (c) Solo hours in past six months..........................
    (d) Solo hours in past thirty days........... (e) Total dual hours...........
11. (a) Do you hold a Department of Commerce pilot’s license?...........
    A pilot’s license from any other State?...............
    (b) Class of license issued by them......................
12. (a) Has your pilot’s license ever been suspended?...............
    (Federal)............. (State)..........
    (b) If so, give details..........................
13. (a) Place and date of birth............ (b) Race........
    (White, Negro, etc.)
14. Citizenship (what country?)..........................
15. Names and types of aircraft that you have flown..........
    ..................................................
16. Experience and training on aircraft engines, giving types with which familiar and length of experience on each..........
    ..................................................
17. Air courses attended..........................
    ..................................................

1. Medical forms for pilots, for glider pilots and parachute jumpers have been omitted, as have the license expiration notice forms.
18. Are you familiar with the aircraft laws of this State and of the Department of Commerce?

19. For Student Pilot Only. (a) Where and by whom instructed? (b) Total number of hours instruction.

Dated ............................................

STATE OF CONNECTICUT, ss.

COUNTY OF ............................................

Subscribed and sworn to before me this day of 19...

(Notary Public, Justice of the Peace)

(2) CERTIFICATE OF PILOT'S LICENSE:

NOVEMBER 1, 1934

STATE OF CONNECTICUT

DEPARTMENT OF AERONAUTICS

Aircraft Pilot's License ............................................

THIS CERTIFIES that ............................................

of ............................................
described as follows: Age........... Sex........... Height...........

Weight........... Color of Eyes .......... Color of Hair...........

has complied with the provisions of the law concerning the licensing of Aircraft Pilots and is hereby licensed to operate an Aircraft of the above class in this State until the last day of December, 1936, at midnight.

CHARLES L. MORRIS, Commissioner

Dated ............... 1936 Per ..........

If not revoked or suspended this license expires December 31, 1936

(3) REVISED REQUIREMENTS FOR CONNECTICUT FLIGHT EXAMINATIONS

On flight examinations students will be checked and graded on the following:

STUDENT

1. Take off
2. Normal climb
3. Banks, shallow and medium
4. Forward slip, not required but may be used if taught
5. Approach to field, straight or 90°
6. Landings
7. Stalls and recovery. Assurance that student has experienced spins and recovery with instructor
8. Smoothness on controls

AMATEUR

Same as STUDENT but in addition, the following:

1. Steep banks
2. 8's around pylon, medium bank
3. Forward slips
4. 180° and 360° spot landing—1000 feet-1500 feet, respectively
5. Simulated forced landing

These forms executed in duplicate and are printed in 6 colors denoting the type of license as follows: (1) Transport—pink; (2) Limited Commercial—grey; (3) Private—Orange; (4) Amateur—White; (5) Student—yellow; and (6) Parachute Jumper and Parachute Rigger—blue. The grade of license is also plainly printed thereon in red ink.
6. Before examination a cross country flight of at least one hour, landing at one airport other than home port, either dual or solo. To be certified to by instructor or airport manager.

**PRIVATE**

As above but in addition, the following:
1. Steep 8's around pylons, 1000 feet
2. 720° steep power turns in both directions
3. Spiral from 2000 feet to spot within 200 feet
4. Spins, two turns
5. Side slips
6. Spiral upward for 1000 feet
7. Before examination a cross country flight of at least 1½ hours, landing at two airports other than home port, either dual or solo. To be certified to by instructor or airport managers.

**LIMITED COMMERCIAL**

Same as above, but more proficiency required.

**TRANSPORT**

All of above but in addition, satisfactory evidence of a solo cross country flight of at least 100 miles within one year.

(4) STUDENT SOLO AUTHORIZATION

This certifies that.................................................. has this day been approved by me to solo an aircraft subject to the requirements and restrictions of the Student Solo Regulations of the Connecticut Department of Aeronautics.

Date...................................... Time...............................m.

Field where soloed..................................................

This certificate is not legal unless all blanks are filled in with ink, and properly signed by instructor.

(Reverse Side)

For Office Use Only

Instructor.................................................. Date.............

Approved ......................... Disapproved ......................... Checked by .........................

I do hereby certify that the foregoing statements are true and that this student has never been soloed by me except as indicated on other side. He has............. hours............. minutes dual instruction time to date.

Written Signature of Instructor..................................................

State of Connecticut} \[ss \] ...........................................

County of \[\] ...........................................

Subscribed and sworn to before me.

..................................................

(Notary Public)

This certificate must be sworn to before being presented at the Department of Aeronautics.
Appendix B

AIRCRAFT REGISTRATION AND INSPECTION FORMS

(1) APPLICATION FOR AIRCRAFT REGISTRATION

STATE OF CONNECTICUT
DEPARTMENT OF AERONAUTICS

<table>
<thead>
<tr>
<th>STATE NUMBER</th>
<th>APPROVED</th>
<th>DISAPPROVED</th>
<th>DATE</th>
<th>INSPECTOR</th>
</tr>
</thead>
</table>

APPLICATION FOR AIRCRAFT REGISTRATION

MAKE FEES PAYABLE TO COMMISSIONER OF AERONAUTICS

All blanks must be made out in ink, or typewritten, or application will be returned.

Fee: 2 1/2c. per pound gross load, prorated monthly after April 30.

(“Gross load” is difference between “gross weight” and “weight empty”)

1. Is this a transfer, renewal, or new application

2. (a) Name ..................................................
   (To be typewritten or printed)
   (b) P. O. Address...........................................
       (Street) (City or Town) (State)

3. (a) Place and date of birth..................................
   (b) If a corporation, partnership, club, etc., names of President, Directors and Managing Officers

4. Description of aircraft: (a) Name of Manufacturer
   (b) Name of Aircraft ...........
   (c) Manufacturer’s Model ........
   (d) Manufacturer’s Serial No....
   (e) Date of Manufacture ........
   (f) Color of Fuselage ...........
   (g) Color of Wings ..............
   (h) Check Type: Airplane () Glider () Dirigible () Balloon ()
   (i) Check Style: Open Cockpit () Cabin () Convertible ()
   (j) Check Model: Landplane () Seaplane () Amphibian ()
   (k) Seating Capacity: Crew............
       Passengers ..............
   (l) Gross Weight ............
   (m) Weight Empty .............

5. Description of power plant: (a) Name of Manufacturer
   (b) Name of Aircraft ...........
   (c) Type and model of each
   (d) Date Manufactured ........
   (e) Manufacturer’s Serial No.
   (f) Number of Cylinders (each motor)
   (g) Rated Horsepower (each motor)

6. (a) Has this aircraft been remodeled? ... (b) If so, give details

7. (a) Is there a lien against this aircraft?
   (b) If so, name and address of holder of lien

8. (a) Date purchased ...........
   (b) Purchased from

9. (a) Present location of aircraft
   (b) In what town will this aircraft be taxed as personal property?
10. Date of this application
................................................
Department of Commerce License and Identification No.
Fee $............
(Signature of Owner)

STATE OF CONNECTICUT, }  ss.
COUNTY OF............

Subscribed and sworn to before me this........day of................19...

(Notary Public, Justice of the Peace)

(2) AIRCRAFT INSPECTION REPORTs

STATE OF CONNECTICUT
DEPARTMENT OF AERONAUTICS State No.......

AIRCRAFT INSPECTION REPORT

Name ............................................................
Address ..................................................................
Inspected at ..............................................................

AIRPLANE

Manufacturer ............................................ Type ........ Mfg. No.

ENGINE

Manufacturer ................. H. P......... Eng. No. C. ........... L........R
Magneto - Right ................. Left............. Wiring
Distributors .................. Breakers
Spark Plugs .................. Safetying
Carburetor .................. Drains............. Air Intake
Gas Lines ................. Strainers........ Valve........... Hose Connections
Gravity .................. Pressure........ Pump............ Gauge...........
Oil Tank ................. Oil Lines........ Hose Connections........ Safetying
Motor Mount .......... Oil Braces........ Bed Bolts
Water Radiator ... Lines........ Water Jackets
Radiator Mount .......... Pump Packing........ Shutters
Cowling .......... Exhaust Manifold
Propellor .......... Make........ No. ........... Hrs.
Throttle .......... Altitude........ Safetying
Remarks ..........................................................

Pilot's Cockpit

Seat .......... Seat support .......... Belts
Stick or Wheel .... Installation .......... Fitting
Rudder bar .......... Installation .......... Fitting
Interference to stick .......... To rudder bar
Instruments ................ Fire extinguisher
Throttle Control ...... Altitude Control ... Spark Control
Control Cables .......... Safetying ........ Fair leads

Passenger Cockpit

Seat .......... Seat Supports .......... Belts
Dual .............. Removal .......... Any controls left for passengers...


The tag provides that the aircraft shall not be flown until the indicated repairs or alterations have been made and passed upon by a Department representative.
### THE CONNECTICUT PROGRAM

#### FUSELAGE
- Longerons: Brace wire or tubes, Fabric
- Tail skid shoe: Tail skid fitting, Tail skid shock
- Fuel tank: Main, Reserve, Installation
- Valve control: Piping, Hose connections

#### LANDING GEAR
- Struts: Fittings, Safetying
- Wheels: Tires, Wheel locks
- Shock cord: Oleo, Brakes

#### CENTER SECTION
- Struts: Fitting, Cross brace wires
- Spars: Ribs, Fabrics
- Remarks:

#### LEFT WINGS AND AILERONS
- Lower Wing: Upper Wing
- Spars: Spars, Ribs
- Ribs: Struts
- Strut Fittings: Strut Fittings
- Wing Butt Fittings: Wing Butt Fittings
- Aileron Hinges: Aileron Hinges
- Aileron Horns: Aileron Horns
- Aileron Fittings: Aileron Fittings
- Bracings: Bracings
- Fabric: Condition of Flying wires, Condition of Landing wires, Remarks

#### RIGHT WINGS AND AILERONS
- Lower Wing: Upper Wing
- Spars: Spars, Ribs
- Ribs: Struts
- Strut Fittings: Strut Fittings
- Wing Butt Fittings: Wing Butt Fittings
- Aileron Hinges: Aileron Hinges
- Aileron Horns: Aileron Horns
- Aileron Fittings: Aileron Fittings
- Bracings: Bracings
- Fabric: Condition of Drift wires, Remarks

#### STABILIZER, ELEVATOR AND RUDDER
- Fittings: Spars, Ribs
- Bracings: Struts, Fittings
- Elevator Horns: Hinges, Fittings
- Rudder Horns: Hinges, Fittings
- Fabric: Remarks

#### CONTROL CABLES
- Aileron Control: Turnbuckles, Pulleys
- Are Inspection Doors Provided at Proper Points?
- Are Fair Leads Provided for Cable to Prevent Chafing?
- If Push and Pull Tubes are Used, Note Condition of Tubes
Rudder Control........................................ Turnbuckles........................ Pulleys......................................
Are Fair Leads Provided for Cable to Prevent Chafing?.................................
Elevator Controls................................. Turnbuckles........................ Pulleys......................................
Are Fair Leads Provided for Cable to Prevent Chafing?.................................
Are any of the Above Cables Frayed?..............................................................
Note any Splices.................................................
Remarks: ................................................................

RECOMMENDATION OF INSPECTOR

General Condition of Airplane...........................................................................
Is Hangar Provided for Airplane?.................................................................
Passed: Yes........................................ No.............................................
Remarks: ................................................................

Date......................................................

(3) AIRCRAFT REGISTRATION CERTIFICATE

D. of C. No. ....................................
STATE OF CONNECTICUT
DEPARTMENT OF AERONAUTICS
AIRCRAFT REGISTRATION

This Aircraft is licensed according to Chapter 185, General Statutes,
Revision of 1930.

Dated........................................ 1935 Certificate............................

Name ...................................................................................................
Street and No........................................ City or Town .........................
Maker ........................................ Name of Aircraft ..................
Maker's Model ....................... Maker's Factory Number ............
Year of Manufacture ................... Color...........................................
Type of Machine ...................... Seating Capacity .......................
Gross Load ................................ Make of Engine .......................
No. of Engine.............. Horsepower................. No. of Cylinders ........
Taxed as personal property in Town of....................................................

Note: This certificate expires December 31, 1935, at midnight. Must at all
times be carried upon Aircraft herein described and immediately upon sale
or transfer of craft be filled out on the back, sworn to, and returned to this
office.

CHARLES L. MORRIS, Commissioner

Fee: Per............................................

4. The subject matter notarized on the reverse side of the certificate is
not reproduced. This document is executed in quintuplicate. The original goes
with the aircraft. The other copies are filed in the Department under the
following heads: (1) Numerical—State, (2) Numerical—D. of C., (3) Alphabetical, and (4) Location. Ready cross reference is thus possible.
### Appendix C

**AIRCRAFT ACCIDENT REPORT**

**1**. Supplementary Report Card

- **Place**
- **State of Connecticut**
- **Department of Aeronautics**
- **Damage to Materiel**

<table>
<thead>
<tr>
<th>Place</th>
<th>State</th>
<th>Date</th>
<th>Aircraft</th>
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</thead>
<tbody>
<tr>
<td>Accident</td>
<td>....</td>
<td>....</td>
<td>License</td>
</tr>
<tr>
<td>Mishap</td>
<td>....</td>
<td>....</td>
<td>Unlicensed</td>
</tr>
<tr>
<td>No Accident</td>
<td>....</td>
<td>....</td>
<td>Washout</td>
</tr>
</tbody>
</table>

#### Injury to Personnel

- **Pilot:**
  - License and class
  - Age
  - Total hours flown to date
  - Total hours flown previous 90 days
  - Total hours night flying (if night accident)
  - Fatal injury
  - Severe injury
  - Minor injury
  - Uninjured
  - Physical defect

- **Co-pilot or Student:**
  - Fatal injury
  - Severe injury
  - Minor injury
  - Uninjured
  - Physical defect

- **Passenger:**
  - Fatal injury
  - Severe injury
  - Minor injury
  - Uninjured

- **Aircraft Crew (other than Pilot or Co-pilot):**
  - Fatal injury
  - Severe injury
  - Minor injury
  - Uninjured

- **Ground Personnel:**
  - Mechanics
  - Other
  - Fatal injury
  - Severe injury
  - Minor injury
  - Uninjured

- **Spectators:**
  - Fatal injury
  - Severe injury
  - Minor injury

#### Aircraft:

- **Licensed**
- **Unlicensed**
- **Washout**
- **Overhaul**
- **Major assembly**
- **Minor repairs**
- **Not damaged**
- **Aircraft type and make**
  - Open
  - Closed
  - Engine type
  - Single
  - Multimotor
  - Age of aircraft
  - Total hours flown
  - Market value when new
  - Estimated cost of repairs
to plane
  - Estimated damage to property (other than aircraft)

#### Nature of the Accident

- **Collision in full flight with other aircraft**
- **Collision in full flight with objects other than aircraft**
- **Spin or stall following engine failure**
- **Spin or stall without engine failure**
- **Forced on airport**
- **Landing accidents**
- **Take-off accidents**
- **Taxying accidents**
- **Fires in the air**
- **Structural failure**
- **Miscellaneous**
- **Indeterminate and doubtful**
- **Propeller accidents to persons**
- **Hangar fire**
- **Fires, other**
- **Flood**
- **Storm**
- **Plane in hangar**
- **Plane out of hangar**
- **Moving planes around airport**
- **Warming up motor**
- **Fire after crash**
- **Rating of airport where accident occurred**
- **Rating of airway**
- **Parachute jump, voluntary**
- **Parachute jump, involuntary**
- **Make of chute used**
- **Could chutes have been used**
- **Acrobatics**

---

5. The regular Aircraft Accident Report is a four-page folder patterned directly after the Bureau of Air Commerce form. For a sample, see the Illinois form in Elwood B. Cole’s “The Illinois Program,” 5 Journal of Air Law 51, 109 (1934).

6. Printed on heavy stock for convenience in handling.
<table>
<thead>
<tr>
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<th>Night</th>
<th>Day</th>
<th>Causes of Accidents</th>
<th>Personnel:</th>
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<td>Error of judgment</td>
<td>Poor technique</td>
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<td>Violations</td>
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</tbody>
</table>
Appendix D

MISCELLANEOUS FORMS

(1) PHOTOGRAPHIC PERMIT

To Whom It May Concern:

This is to certify that permission is hereby granted to ..................
............................. of.......................,
Connecticut,
to fly at the altitude specified below for the purpose of taking aerial photographs on .................................... 193., between the hours of ............ and ............ as follows:

................................................................. will be the pilot of the airplane
No. ........................................

This permission does not constitute authority to fly below the minimum altitudes over property whose owners have not granted such permission, but only constitutes an exemption from prosecution by the Connecticut Department of Aeronautics for what might otherwise be a violation of its regulations.

This permit will expire upon completion of the mission herein detailed.

CHARLES L. MORRIS,
Commissioner of Aeronautics.

(Title)

(2) BARNSTORMING PERMIT

To Whom It May Concern:

Be it known that the landing field known as ............................

has been inspected by this Department and is hereby approved for the following types of aircraft operation under the Connecticut statutes:

Private Operations: Student pilots ..................................
Amateur pilots ..........................................
Private pilots ..........................................
Limited Commercial pilots ..........................
Transport pilots ..........................

Commercial Operations: Student Instruction
Airwork ..................................
Landings and take-offs ..........................
Solo ..................................

Passengers
Unlimited ..................................
Limited (specify below) ..................

Remarks: ........................................

This authority is valid {indefinitely until Dec. 31, 193.} unless suspended or revoked.

from .............
to .............

CHARLES L. MORRIS, Commissioner.

PER ........................................

[93]
To Whom It May Concern:

Be it known that the ....................known as .................... has been inspected by this Department and is hereby approved for the following types of aircraft operation under the Connecticut statutes:

Remarks: ................................................................

This authority is valid { indefinitely until Dec. 31, 193... } unless sooner suspended or { from .................... to .................... } revoked.

This permit does not constitute authority to fly from said .................... but only approves said .................... as a safe body of water from which to operate aircraft for the purpose or purposes specified above.

Charles L. Morris, Commissioner.

Per ..............................................