



CONTRAILS

CELEBRATING **50 YEARS** • 1968 – 2018

July, 2018

Here's to the next half century



Tony Caruso
Airport Director

Regular readers will notice a change from our normal layout as we celebrate the airport's 50th anniversary with this specially enlarged edition.

Although historians can trace BGR's roots to 1927, it was not until 1968, by which time ownership had transferred to the US Air Force, that Dow Air Force Base was sold to the City of Bangor to become Bangor International Airport.

BGR has since maintained its military links, combining our role as host to the Maine Air National Guard with key transportation portal for the armed forces, while simultaneously prospering as a full-service domestic and international commercial airport, FBO, tech stop, diversion airport and home to strategically important services such as LifeFlight of Maine.

To all these stakeholders, to all our readers, and to all of those who work here at the airport, we extend a warm thank you for your continued and much valued support.

To celebrate our 50th anniversary we have produced a commemorative 48-page history of the airport, view at issuu.com/flybangor/docs/bgr-50th. If you would like a hard copy, please email athibodeau@flybangor.com and we'll be happy to mail it to you.

50 years and counting

Even the most visionary of Bangor City Council officials could not have foreseen the scale of change that would transform Dow Air Force Base to a commercial international airport. Previously home to the 101st Fighter Wing (which converted to a refueling wing and still shares space with the airport 50 years later) Bangor International's key strategic location makes it unique among transatlantic tech stops for commercial, GA and military aircraft.

The announcement in 1964 by the Pentagon that Dow would close stunned Bangor city officials. But rather than wait until its closure four years later, they sought post-military potential business for the airport, acknowledging an independent report by the University of Maine College of Business

Administration professors David H. Clark and John D. Coupe in 1967, who concluded "for the first time this city has something tangible to offer out-of-state developers — our airport and its buildings."

Another who saw the airport's potential was Dow Reuse Coordinator Peter D'Errico, subsequently BGR's longest-serving airport manager and after whom the domestic terminal is named. He believed that the base's geographical location could appeal to those international airlines that flew over Bangor on the North Atlantic Great Circle Route every day, saying that he would like to see Dow developed to handle this traffic.

Transatlantic passenger jets at that time carried little fuel to



2018: Domestic terminal building. Inset: 1928: Godfrey Field.

spare, leading Alitalia officials to note in 1967 that a US-bound flight placed on a two-hour landing hold in New York had to land and refuel at a Canadian airport,

See 50 YEARS page 2

Number 1 on The Great Circle Route



- Closest US port of entry from Europe
- CAT III, 11,440' (3,486 m.) runway
- Excellent weather record—renowned worldwide for its ability to stay open
- 24 hour on-field Customs & Border Protection
- 24 hour FAA ATC Tower
- Custom catering
- Contract fuel arrangements
- Full service above & below wing
- Complete cargo handling
- US Department of Agriculture, Public Health and Animal/Plant quarantine services
- Low cost all inclusive/all aircraft ground and cargo handling services
- No restrictions, surcharges, Canadian NAV/User fees, or other "hidden costs"
- 12 million sq. ft. of ramp space
- 20,000 sq. ft. of heated cargo storage space
- FAA/EASA aircraft maintenance
- Uncongested access—air and land

50 YEARS cont. from page 1

usually Halifax, although customs restrictions prevented passengers from disembarking.

Key to its initial success was the decision by BGR to offer both refueling and customs clearance from July 1968. Liking the idea, Alitalia obtained FAA approval to use Bangor as an alternate to landing at major airports and the rest, as they say, is history.

The airport's early appeal was by no means restricted to the time-savings it offered.



*William DePuy,
Airport Director*

described it as "an emotional moment." The KC-135 roared over Dow from the west; the tanker's pilots dipped one wing and a minute later the B-52 "came straight down the runway at an unbelievably low level and dipped both wings in a final salute" to Bangor and Dow.

From the 1970s into the 1990s the renamed Bangor International Airport attracted 3,000-5,000 commercial flights a year, mostly charter jets flying between Europe and the west coast of the US, or the Caribbean and Mexico. Bangor was a logical refueling stop and, as a US port of entry, passengers could go through customs and immigration checks while their plane was being serviced.

Perhaps nothing characterizes the airport's ability to adapt more than its recovery from the aviation industry turmoil that marked the turn of the century. The shift to smaller, more economical aircraft that followed four major airline bankruptcies and two major mergers; the large reduction in profits among others; changes in passenger demand and, of course, 9/11; all impacted on airport enplanements throughout the US, including BGR, whose appeal – both to airlines and passengers – not only stemmed the decline, but took passenger numbers to their highest ever level.

The list of celebrity passengers who have flown through BGR includes a who's who of US presidents – George W. Bush, John F. Kennedy, Lyndon B. Johnson, Richard

Nixon, Jimmy Carter, Bill Clinton, Barack Obama and, more recently, President Donald J. Trump, as well as their foreign counterparts, such as President Lopez Portillo of Mexico and Soviet President Mikhail Gorbachev.

Maine Troop Greeters

Of all the millions of Bangor International passengers though, none has received a warmer reception or send-off than the US servicemen and women bound for or returning from Kuwait, Iraq, Afghanistan and other war zones.

From an impromptu gathering to welcome home 250 paratroopers returning from Kuwait in 1991 the all-volunteer, highly organized Maine Troop Greeters and Museum has evolved.

Acknowledging the sacrifice and showing their appreciation for the 1.5 million-plus US armed forces who have passed through BGR, these dedicated men and women greet every troop flight, day or night, rain or shine. Free cell phones are provided to allow a call to a loved one, as well as a snack and a handshake to let them know someone cares.

Recently the group secured a permanent home on the connector ramp linking the airport's two terminals, where the Maine Troop Greeters Museum now houses a unique collection of nearly 6,000 challenge coins, more than 1,000 military patches and countless dog tags, banners and letters of



*Bob Ziegelaar,
Airport Director*

gratitude, all serving as a lasting tribute to those who serve and those who greet them.

BGR also enjoys a reputation as the airport where diverted flights land, its location making it ideally suited for aircraft in the region faced with unexpected threats, unruly passengers, technical, medical and other crises. The airport handles around 100 such emergencies a year.

Among the more notable diversions to Bangor was a London to Washington flight in 2004 when it was discovered that passenger Yusuf Islam, better known as singer Cat Stevens, was on a government watch list and barred from entering the country.

Other well-publicized detours include a woman who mixed prescription drugs and wine before drinking liquid hand soap and attacking flight attendants on a flight from London to Los Angeles in 2009, a Scandinavian Airlines Airbus 330, whose cockpit filled with smoke in 2012, and a flight from Paris to Charlotte, North Carolina after a female passenger announced she was carrying a surgically implanted device.

"It means we're always on our toes, prepared for whatever need arises," says Airport Director Tony Caruso. "Given our geographic location,

we are the first major airport for flights coming into the US and the last resort for outgoing flights on the Great Circle route. Pilots can depend on us to handle their aircraft and their passengers in a variety of situations.

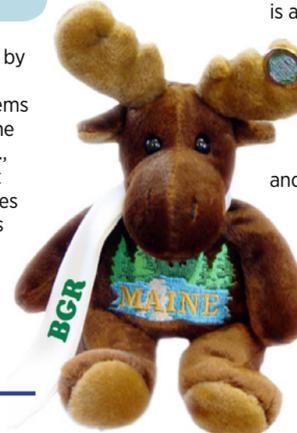
"It's all about teamwork, with government agencies like the TSA, Customs and Border Protection, the FBI, local law enforcement agencies, local fire department and the aircraft rescue and firefighting squad provided by the Bangor Air National Guard, which is based at the airport."

Another strategically important service that calls Bangor International home is LifeFlight of Maine, which provides transport for critically ill patients who require emergency medical care.



*Rebecca Hupp,
Airport Director*

Operated jointly by Eastern Maine Healthcare Systems and Central Maine Healthcare Corp., the independent non-profit ensures statewide access to specialized equipment, critical care nurses and paramedics.



*Introduction of Monty,
BGR's much-traveled mascot*

To this end LifeFlight operates an integrated fleet of ground and air ambulances, including three helicopters and a fixed-wing Beechcraft King Air B200, which has improved all-weather capability and provides greater speed and efficiency over long distances.

Airport-owned FBO

Bangor Aviation Services is the airport's wholly-owned and operated FBO, capable of handling aircraft of any size, including the world's largest, and known for its quick turns.

For example, a G4-size aircraft can be turned in approximately 30 minutes, while a Boeing 757 requiring a full government 'tech' stop averages 60 minutes and a fully-loaded Boeing 747 just 90 minutes.

It's not surprising that Bangor International is a favorite choice of pilots. Not only does its position as the closest US airport to Europe make it the most strategic option, but BGR provides a 'one-stop-shop' for highly competitive fueling, a crew of FAA-licensed A&P mechanics, gourmet airside catering and US Customs and Border Protection.



*Tony Caruso,
Airport Director*



2016: \$14 million terminal refurbishment completed

Ground handling services include GPU, air starts, lavatory and water service, aircraft cleaning, air conditioning and heat, bottled oxygen, preheats and arrangements for airframe and power plant maintenance, while on-field aircraft maintenance services include de-icing and 24/7 dispatch services.

For those involved in air cargo, the airport is similarly well placed, especially as a gateway to Canada and the Northeast, offering 12 million sq. ft. of ramp space, 20,000 sq. ft. of heated cargo storage space and a runway that can handle the largest of commercial cargo carriers.

"With uncongested air space, an excellent weather record

and world-renowned service standards, BGR is rightly acclaimed as the transatlantic leader in tech stops," says Caruso. "Our unique skill set has also led to the airport's classification as an economic tech stop by Maine Maritime Academy. Their research shows that aircraft making a transatlantic crossing to or from anywhere, say, west of the Mississippi can break their flight at BGR, having taken on less fuel for the initial leg of the journey, which allows them to increase their payload by as much as 30 percent.

Refueling here, where flexible fuel arrangements and contract pricing make us the most competitive fuel supplier on the East Coast, could literally save them tens of thousands of dollars."



Looking forward to Bangor's new terminal



Members of the British Grenadier Guards



New radar traffic control system



Bangor Air National Guard Base



\$12 million renovation to Domestic Terminal



Welcoming the 500,000th service member



Antonov An-225...world's largest aircraft



Snow removal in action



The Maine Troop Greeters Museum



Extended arm de-icing

NBAA Congratulates BGR's Half-Century of Service to Business Aviation



Ed Bolen

The National Business Aviation Association (NBAA) promotes the aviation interests of organizations utilizing general aviation aircraft for business purposes in the US and worldwide. In this specially written

article NBAA President and CEO Ed Bolen looks at how its own development mirrors that of BGR over the past 50 years.

The NBAA congratulates Bangor International Airport (BGR) on 50 years of providing invaluable service to

Over the past 50 years, business aviation has led the way toward safer and more efficient flight operations. From such technological advancements as glass-panel flight deck displays, terrain awareness and traffic advisory systems; fuel efficient high-bypass turbofan engines; and innovative materials, including composite aircraft structures, our industry has been at the forefront of advancements benefitting all of general aviation, worldwide.

Business aviation was just beginning its evolution into a global force for more efficient air travel back in 1968, when the Bangor City Council purchased the

NBAA has adhered to its purpose of representing and protecting the aviation interests of its members; presenting a united front in all matters where action is needed to improve aircraft, equipment, and service; and furthering the cause of safety and efficiency in business aircraft operations.

Continual challenges

Without question, ours is a vital industry both across the US and around the world. In spite of its importance, however, business aviation also faces continual challenges, as seen recently in the fight over privatization of the nation's air traffic control (ATC) system.



travelers throughout the country and across continents, and for serving as an important facility for the entrepreneurs and companies that rely upon the flexibility, productivity and efficiency of business aviation in today's global marketplace.

Just as BGR has witnessed a host of changes over the past five decades, so too has business aviation evolved over this time. In fact, when you think about business aviation, one thing is clear: evolution and innovation have always been hallmarks for our industry. That's been the case from Leonardo da Vinci, to the Wright Brothers, to today.

former Dow Air Force Base for redevelopment into Bangor International Airport. The first generation of business jets had been traversing the skies for less than 10 years, and thousands of small companies had not yet realized the benefits of business aircraft to connect with clients and communities faster and more efficiently.

Over the time since, NBAA has also evolved, from a national advocacy group to one with an international focus as well. Throughout the past 71 years,

NBAA has long been concerned about privatization of ATC, in part because today's ATC system serves the public interest and is overseen by the public's elected representatives in Congress. Without such oversight to ensure the nation's airports and airspace are available to all stakeholders, the small and mid-size towns that rely on access to general aviation for everything from civil services, to emergency support,

to business access and more, could have that access threatened.

NBAA was joined by hundreds of influential leaders throughout the country in combating

this proposal, including BGR Airport Director Tony Caruso, the Maine Aircraft Owners and Pilots Association, and other state airports and aviation groups.

While we have reached a milestone on the ATC-privatization fight, we know there is more work to do, on a host of priorities. As we look towards the next 50 years for Bangor International and NBAA, we know the future looks bright on both fronts.

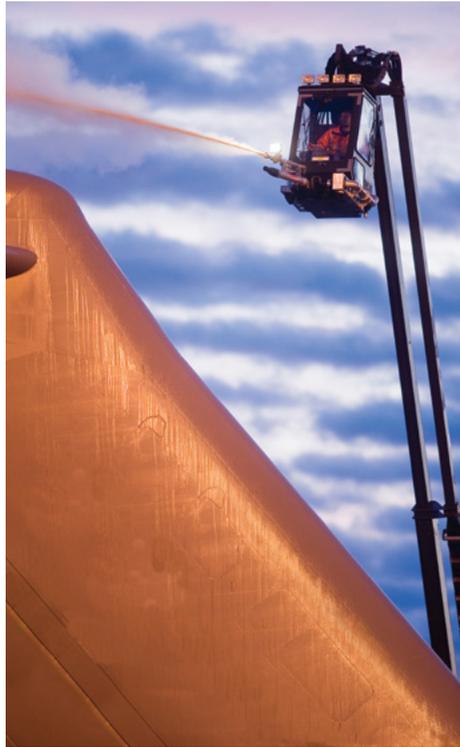
Extended reach de-icer means quicker turn-arounds

Bangor International Airport has ordered a Global ER-2875 de-icer, specifically designed for larger aircraft such as the Airbus A-380, Antonov An-225, C5 and C17 military airplanes and similarly large cargo planes.

Manufactured by Global Ground Support, one of the world's leading manufacturers of aircraft de-icers, the ER-2875 has the longest side reach and highest cab/nozzle height of any mobile de-icer in the world, bringing the operator's eye level as high as 78 feet.

Using a hydraulically-driven centrifugal compressor mounted on the operator platform, the de-icing system uses forced air, either alone or in combination with de-icing fluid, to remove all forms of frozen contamination from the critical surfaces of the aircraft.

"What this allows is better visual inspection of the aircraft when cleaned and, from the pilot's standpoint, a speedier de-icing process and turn-around," says Assistant Airport Director James Canders. "The extra 10 feet of boom will be particularly valuable on larger military and cargo aircraft with a T-tail configuration."



BGR makes senior appointment

Aimee Thibodeau has been appointed BGR's new marketing and business development manager.



Aimee Thibodeau

Aimee's role will embrace both commercial and general aviation, with responsibility for the airport's advertising and marketing, community outreach and public relations. She will also identify new opportunities for business growth in support of the region's economy.

Formerly marketing and development director with Old Town-Orono YMCA, Maine, she previously held posts in journalism, progressing from a reporter with the Bangor Daily News to managing editor of the newspaper's weekly publication, special sections and Bangor Metro magazine.

"The combination of Aimee's extensive career as a journalist, with the creative business development skills she put to such effective use at the YMCA, made her a stand-out candidate for this important position," said Airport Director Tony Caruso.

Snow team win their spurs

Two members of BGR's airfield maintenance crew returned with top honors from this year's International Aviation Snow Symposium, the airport industry's largest gathering of its kind. The conference is focused exclusively on airfield snow removal and winter operations, attracting delegates from airports around the world.

Airfield maintenance technician James Scripture won first prize in the 2018 snow plow rodeo, in which more than 30 competitors were judged by how well they prepared their equipment for the course, as well as their skills as an operator as they rode against the clock. A 16-year veteran at BGR, James came second in the 2017 rodeo.

Demonstrating his ingenuity by developing a flatbed truck that converts

to a dump truck, making the vehicle more versatile and useful year-round, airfield maintenance mechanic Kevin Severance was awarded third prize in the symposium's ideas corner competition. He, too, has worked at BGR for 16 years.

Presented by the Northeast Chapter of the American Association of Airport Executives and the Buffalo Niagara International Airport, the annual conference provides new educational

programs, more opportunities for networking, a variety of ideas about winter operations, and a range of partnership sponsorship opportunities.

"The airport has a proud history at this event," said Airport Director Tony Caruso. "With more than two decades of snow clearance experience and with some members of the team having worked at BGR for more than 30 years, it's no wonder that their achievements have been consistently recognised by their peers. They are part of a crew who work hard year-round to ensure that our runways remain safe and clear for the pilots and passengers who access Bangor International at all hours of the day, 365 days a year," he added.

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If you have any questions or comments regarding this newsletter or story suggestions for the next edition, please contact Aimee Thibodeau: athibodeau@flybangor.com or I.207.992.4610.

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