

DEDICATION

OF

AIR PASSENGER TERMINAL

BANGOR INTERNATIONAL AIRPORT

APRIL 5, 1972

CITY COUNCIL

William S. Cohen, Chairman

Robert E. Baldacci

George P. Brontas

John W. Ballou

James S. Bigney

John J. Mooney

John J. Gass

James S. Henderson

Thomas E. Needham

CITY MANAGER

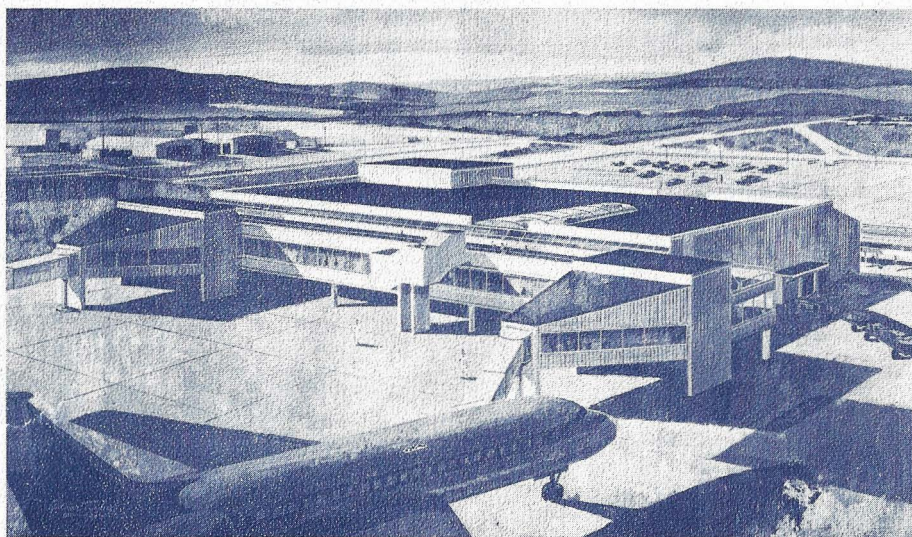
Merle F. Goff

AIRPORT MANAGER

Peter R. D'Errico

CITY ENGINEER

John T. Frawley



Consulting Architects
Architect
Contractor

Tippetts - Abbett - McCarthy - Stratton
Francis J. Zelz, A.I.A.
Stewart and Williams, Inc.

SCHEDULE OF EVENTS

PUBLIC OPEN HOUSE 10:30 A.M. - 9:00 P.M.
Aircraft Tour Hosted by Northeast Airlines 10:30 - 2:30

Refreshments Host ----- City of Bangor

Music by Northern Conservatory of Music Stage Band,
Anah Temple Shrine Band, Bangor High School Band

SPECIAL GUEST LUNCHEON 1:00 P.M.
Hosted by the Greater Bangor Chamber of Commerce

TERMINAL DEDICATION 3:30 P.M.

PROGRAM

STAR SPANGLED BANNER Bangor Symphony - Bangor Band

WELCOMING COMMENTS Mr. William S. Cohen
Mayor, City of Bangor

INTRODUCTIONS Mr. Merle F. Goff
Bangor City Manager

PARTICIPANTS

Honorable Kenneth M. Curtis	Governor of Maine
Honorable William D. Hathaway	Maine Congressman, Second District
Mr. Robert Murphy	Civil Aeronautics Board
Mr. David W. Hays	Secretarial Representative, Department of Transportation
Mr. Thomas Dunn	Deputy Assistant Secretary, Operations Economic Development Administration
Mr. Chester M. Wiggin, Jr.	Federal Co-Chairman, New England Regional Commission
Mr. Ferris J. Howland	New England Regional Director, Federal Aviation Administration

GROUNDBREAKING CEREMONY
INTERNATIONAL ARRIVALS BUILDING 4:15 P.M.



AIRPORT PROFILE

Since the early days of its creation as a pasture landing field nearly four decades ago, Bangor's airport has played a prominent part in the lives of area citizens.

On October 25, 1925, Edward R. Godfrey, prominent Bangor attorney and a renowned athlete, announced he would purchase the 89-acre Morse field on Cooper Road to develop Bangor as a "great aviation center." The city's imagination had been fired two years previously when Brig. Gen. Billy Mitchell landed a fleet of U.S. Martin "bombers" and other craft, declaring, "This is the only available field east of Boston where the 30 government planes could be taken care of in one place."

If the declaration is familiar, it is because it has been echoed many times over the years -- throughout the growth of the airport as a U.S. Army Air Corp base, and later a 2,000 acre technical facility housing the Strategic Air Command and Maine Air National Guard. Today, its present status as an international civilian airport truly lives up to the early prophecies.

Bangor International was established following deactivation in June, 1968, by the U.S. Air Force of the former Dow Air Force Base. The new \$100 million installation is now owned and operated by the City of Bangor. The airport lies directly beneath the North Atlantic Great Circle Air Route to Europe used by most European-New York air traffic.

Since mid-1968, through the cooperative efforts of the City of Bangor, the airport's fixed base operator, the state, federal agencies and Maine's Congressional representation, the airport has developed as a major East Coast technical service stop for many scheduled and charter carriers hauling transatlantic passengers and freight. International flights stopping at Bangor have grown from 56 in 1968 to 2,424 in 1971. Nearly 400,000 transatlantic travelers stopped over at Bangor in 1971.

At the same time, the number of domestic enplanements through Northeast Airlines terminal has grown sharply, from 27,000 to 88,000 in the last decade.

The Bangor Air Passenger Terminal has been designed to accommodate the domestic air passenger through 1985 when nearly 250,000 enplanements are projected. The modern, spacious facility will also be utilized to process many of the international flights transiting Bangor.