Bethel Regional Airport and Bethel’s Aviation History
Bethel’s Early Flyers and Airports – a Brief History

Eva Bean wrote in her history, “East Bethel Road”, around 1925 two men came to Bethel on “barnstorming” tours. One was William Turgeon, who kept his plane on a field near the Lincoln Cummings house, Vernon Street. Later there was a man by the name of Cleveland who flew from Wade Thurston’s field (between Alder River and Vernon Street) throughout one summer. Their success was not great.

Carmen Onofrio was the first person in Bethel to own an airplane. He built one in Ray Crockett’s garage (lower Church Street) in the winter of 1929, and took it to the field beside the Sunday River turn (Hastings farm and in 2011 site of the “Brew Pub” – Moose’s Tail – Food and Ale-field lying between US Route 2 and the Sunday River Road.) It flew the length of the field at 50-75 feet above the ground but was damaged in landing and was never repaired.

In the spring of 1930 Dean Cunningham came to Bethel with a Curtiss Standard biplane. He flew out of (Wade) Thurston’s field, then from the Peterkin’s and eventually moved to (Clarence) Bennett’s field in West Bethel. He had five students: Elmer Bennett, Fray Crockett, Harold Lurvey, Leslie Davis and Onofrio. A hangar was built and the place was called the Bethel Airport until after the end of World War II. Carmen Onofrio bought a Curtiss Robin monoplane and later owned a Stinson Detroiter. In 1958 he was manager of the Berlin, NH, Municipal Airport.

From 1937 to 1939 Sidney Dyke had an American Eagle biplane stationed at the West Bethel airfield. He left Bethel in 1939 to join the Royal Canadian Air Force. In 1942 he was commissioned 2nd Lt. U. S. Army Air Corps. He retired in grade of Lt. Col. In 1962. For about a year after the war he kept a Taylorcraft monoplane at the Bethel airport and commuted from Westover Field while he was stationed there.

Photo right: Sidney Dyke, U.S. Army Air Corps, wears China, Burma, India theater shoulder patch.
Eva Bean’s account of Bethel aviation activities continued: Edwin Brown had a plane at the West Bethel field in 1939 to 1941.

In the fall of 1945 there was surge of local interest in developing good flying facilities in the town. A group of Bethel people met and organized the Bethel Airport Corporation. A 2000 foot landing strip (12-30) was built on land donated by Fred Edwards and Henry Boyker next to the old Bethel Fair grounds. Nothing much happened in the way of improving the property. No meetings were held and Leslie Davis paid the taxes.

This corporation sold $5000 worth of stock at $10 per share to a number of Bethel people, most of whom were not flyers. Money, raised by the corporation, was used to construct a runway on a portion of 225 acres deeded to the corporation by Fred Edwards and Henry Boyker near the former Riverside Park grounds. Richard Davis (Leslie’s son) bought a three-passenger land plane (Piper) in 1945. After a short time he traded it for a jeep. Leslie Davis bought a two-passenger land plane (Aeronca Chief) in 1946 and in 1948 added his first seaplane. Later he traded both for a four-passenger seaplane which was based on the Androscoggin River near his house. His son Peter Davis flew the plane frequently from the river.

(In 1946 Leslie Davis flew Richard Davis’s three place Piper out of Bethel Airport to give Laurice Lord and me our first

1945 Bethel Chamber of Commerce Airport Committee members were Richard Davis, Elmer Bennett, Edwin Brown, Leslie Davis, Warren Blake and Carl Brown. 2003 brochure
plane ride. DGB)

Edwin Brown’s land plane (Aeronca Champion, I believe) was brought down to the new airport, and Guy Swan, Jr., also kept a small plane (Piper Cub) at the new Bethel airport.

Around 1947 Addison Saunders and Harold Nutting owned a plane together, which they eventually sold. In 1956 Harold Nutting bought an Aeronca Chief which he kept at the field.

From 1951 to 1953 there were no airplanes based at the Bethel Airport. Franklin Brown Chap- man had a Taylorcraft in 1953 which he kept at the field for two years. In 1955 Edwin Brown purchased a J3 Cub and housed it at the airport. By 1958 there were three small planes in town; the Davis seaplane on the river and the Brown and Nutting planes at the Bethel Airport hangars.

There was a revival of flying interest in 1957 and 1958. Some members of the National Training Laboratories (NTL) would liked to come to the summer conferences in Bethel in their own private planes. There was a motion proposed to present the landing field to the Town of Bethel for a municipal airport. In the March 1958 town meeting that plan was accepted by the voters and $250 was appropriated for the upkeep of property. By August 1958 the landing strip was being smoothed and gravel fill applied to the soggy areas.

In the mid-1950's Leslie Davis purchased most of the shares of the corporation and remaining land, giving the airport the option of acquiring land beyond the 25 acres already in use as an airport. In 1958 an agreement for a twenty-year option was signed providing for land 4000 feet long and 400 feet wide.

Activity at the airport began to decline following the death of its leading proponent Leslie Davis (in 1961) until 1963 when Lt. Col. Sidney Dyke, a World War II and U.S. Air Force veteran, returned to Bethel. He was assisted by Merritt Bean, a contractor from Errol, NH. Together they convinced local businessmen to upgrade the airport by improving the grade of the runway, widening the northeast end and erecting a small administrative building.

Col. Dyke became very active in the operations of the airport, since he offered flight instruction there. An underground fuel tank and fuel pump were installed in 1963. The Town public works maintained and graded the runway in 1964 and 1965. As a result of Col. Dyke's initiative, the airport was licensed by the State Aeronautics Commission in 1964 and became part of the National Airport Plan in 1965. All of this progress was suddenly brought to a dramatic end on April 23, 1966 when Col. Dyke was killed in a plane crash. *

The next year, in 1967, the Town of Bethel named the air for Dyke. From 1966 to 1975: Richard Davis, 1966-68 and Robert Lowe, 1968-75 managed the airport. They provided some services and kept any profits realized.

* April 1966, Sydney Dyke and Ormand Andrews of Bryant Pond died in plane crash in Northwest Bethel. According to the town's 2003 airport celebration brochure, the two men died while “flying to see if the ice was out and the smelts were running.
In 1975 the fuel facilities were sold to Harold Clukey and the Bethel Town Manager, Elwyn Dickey, became airport manager in addition to his other duties.

The Bethel annual town reports covered airport activity and planning as follows:

**1977 Bethel Town Report—Airport Advisory Committee:** Edwin Brown, Robert W. Hastings, Richard Crommett, John Head and James Hudson*. The firm of Hunter-Ballew Associates was selected to do the Airport Master-Plan Study at Col. Dyke Field. It was anticipated that this work would be completed in the summer of 1978 and that alternative recommendations will be developed for Town Meeting action in 1979.

* James Hudson and school superintendent Ken Smith together owned one of the planes based at the airport.

In 1978 the Airport Advisory Committee members were: John Head, Chairman; Edwin Brown; Richard Davis; Richard Crommett and Mary Valentine. The town was seeking a grant from the FAA to study future of Col Dyke field and prepare a Master Plan. 1978 Town of Bethel Report

1980’s committee members were John Head, Chairman, Edwin Brown, Richard Davis, Richard Crommett and Mary Valentine. Town Report’s account read that work on the Master Plan Study continued; meeting with consultants Hunter-Ballew. 1980 town report

1988—Airport Development Committee: John Todd, Robert Saunders, Richard Davis, Chuck O’Connell, Dexter Stowell, John Head, Robert Lowe, James Hudson, Dana Douglass

In the Fiscal Year 1988 Bethel Town Report, Stanley Howe presented a history of the Bethel airport which is repeated in part here:

In 1977, (see names of committee members listed above) as the time for exercising the option to acquire the additional land neared, the Board of Selectmen established the Airport Advisory Committee to study the future of the airport. They recommended extending the option another five years to give the Town further time and also to allow the owner (Rosenfield Lumber and its successor L.E. Davis Lumber Company) time to remove the marketable wood. This was done. It was also decided to have an Airport Masterplan drawn up to assist the Town in deciding the future of the airport and to enable it to qualify for any federal and state funding that might be available.

A green light to a master plan was given at the March 1977 annual Town Meeting in which $750 was appropriated as the local share to match state and federal funds. Later additional funds were raised locally from private individuals to meet larger matching requirements. The consultant firm of T.Y. Lin/Hunter-Ballew of Falmouth, Maine was selected to develop the plan.

By 1983, the Airport Masterplan, calling for exercising the option and building a paved runway in a northerly direction from the earlier one was narrowly accepted at the annual Town Meeting. Since that time the area has been surveyed for any archeological significance and its environmental impact evaluated. In 1987 members of the National Guard worked at clearing the land for the new runway and in 1988 it was paved by Pike Industries. Currently efforts are being made in obtaining avigation easements from adjoining landowners and for proceeding with the next phase of providing lighting for night landings, control building, hangar space, and aircraft parking.
To date over $1,000,000 (including the value of the donated services from the National Guard) has been invested in upgrading the airport, the overwhelming portion of it from federal and state funds. The local share has been raised through the "in-kind" value of the donated land on which the new runway has been constructed and from the industrial park lots adjoining the airport. 1988 Bethel Town Report

The 2003 Expanded Runway Project Dedication brochure explained that to raise the local match for the new runway, an industrial park was created and $10,000 options for each of six lots were pledged by local businessmen. The money from the options was added to the value of the land involved in the new runway alignment for the match. These options were never exercised and eventually reverted to the Town of Bethel. In 1987, land owner Richard Davis cleared the timber, the Maine National Guard did the stump removal and rough work for Runway 14-32, and the new runway was completed and paved in 1988 by Pike Industries of Tilton, NH, at a cost of $2.4 million.

Runway 12-30 was closed in 1988 at the time Runway 14-32 was commissioned. The area where the gravel runway previously existed was divided into an aircraft parking apron and the industrial park. 2003 brochure

1989—Airport Development Committee: John Todd, Robert Saunders, Richard Davis, Danny Davis, Dexter Stowell, John Head, Robert Lowe, James Hudson, Dana Douglass

1991- Airport Industrial Park Committee: Dan Reich, Cathy Newell, Patricia Dooen, Avery Angevine, David Miles, Ronald Kendall, Patricia Early, Patricia Thurston, Ernest Angevine.

Photo right: 1968 aerial photo shows entrance to 1945 airfield, eastern end of Runway 12-30 (original runway), barn and cupola and outline of the former Riverside Trotting Park race track.
Town Manager yearly summary for 1991:

The Federal Aviation Administration (FAA) decided to hold funds owed to the Town of Bethel from the runway construction project until such time as the Town relocated the "displaced threshold" of the runway. Unfortunately, the FAA also made that relocation a much more difficult task by ruling that removing the cupola of the barn in the field both privately owned, was not sufficient, and that the barn itself must be removed. In addition, several other properties must be encumbered by "aviation easements" which will give the Town the right to remove obstructions in the "clear zone" as defined by the FAA. In order to purchase those easements, a grant application for land acquisition was prepared. 1991 Town Report

As explained in the Fiscal Year 1991 report (above), the Federal Aviation Administration (FAA) is withholding money owed to the Town for the construction at Colonel Dyke Airfield until the Town can relocate the displaced threshold of the runway. In order to relocate the displaced threshold, certain pieces of land and easements over other parcels must be acquired. The application to FAA for a grant to pay for the land and the aviation easements was approved in September 1991. Negotiations began with land owners and continue to this day.

The land and easement acquisition has proven to be a difficult task for the Town Manager (Madeleine Henley) and the Selectmen, and a source of anger and distress for the property owners. Several property owners and Selectmen have said that had they known in advance that it would mean the taking of privately held land, they would not have voted for the airport development. Unfortunately for all concerned, the consequences of abandoning the airport are even more severe. The best solution is to present the best possible compensation to the affected landowners and get the project behind us. Most people believe that eventually, the Dyke Airfield will be of great benefit to Bethel. If we as a group can keep focused upon the goal it may make the pains of development easier to tolerate.

A more widely discussed controversy was the purchase of the building at the Bethel Airport Industrial Park formerly known as GAMMII (manufactured clothing). The building was built by Plymouth Trust, owner of GAMM Incorporated, on land purchased from the Town. As part of the transaction, Plymouth Trust agreed to an option agreement which allowed Bethel to repurchase the property at the same terms of any bona fide offer except the Town would pay $3500 less than the offer. Seeing this as an opportunity to help business create more jobs in the area, the Board of Selectmen presented the idea to the voters. At a meeting on December 26, 1991 the Town voted to purchase the property, assessed for tax purposes at nearly half a million dollars,
for $146,500. That meeting also authorized the Selectmen to apply for and accept any grant or loan to maintain and market the property.

On December 31 the closing was held and in mid January the Airport Industrial Park Committee was formed. Airport Industrial Park Committee: Dan Reich, Cathy Newell, Ernest Angevine, Avery Angevine and Ronald Kendall.

They were directed to solicit proposals for the sale or use and occupancy of the property, to develop criteria and analyze all the proposals so generated and to make recommendations to the Board on the proposals. In addition, they were to advise the Board on the management of the property and to monitor the costs associated with the property. Finally, they were charged promoting the remaining industrial park properties, assisting local businesses in creating new or retaining existing jobs, and guiding businesses through the requirements of the Planning Board and other local ordinances.

While that committee quickly got to work, many citizens who disagreed with the plan explored avenues to block the project. In mid February a petition was submitted to the Selectmen to call a Special Town Meeting to rescind the vote of December 26. That petition was denied upon advice of counsel, as the Town could not rescind the closing which had already taken place. A second petition was submitted in mid March requesting a Special Town Meeting to direct the Selectmen to sell the property and to refuse any grant which may be awarded for the project.

A Special Town Meeting was called for April 8, 1992 at which the voters declined to instruct the Selectmen to sell and not to lease the building, and declined to instruct the Selectmen to refuse grants for the project.

After lengthy discussion about the Selectmen's authority to lease the property, the Town Meeting voted affirmatively to also allow the Board to sell the building. The votes of this meeting cleared the way for disposition of the property. The Board had clear direction from the Town Meeting: sell or lease the building as you see fit, as long as you create jobs at no cost to the Town.

In May 1992 the Board accepted a lease purchase agreement with Groan and McGurn. The terms: a two year lease with $23,000 in annual payments in lieu of taxes, a security deposit of
and Brian Cleary of Connecticut purchased the ASC hangar. In 2003 Cleary sold the lighting system to the Town of Bethel for $1.

Authors of the 2003 airport history brochure wrote: “The need for a longer runway had long been a goal of the Bethel Airport Authority, and the project got its start with the Master Plan Upgrade in 1996. The planning process was nearly complete in April 1998 when Leslie B. Otten, CEO of American Skiing Company, hosted a meeting at the Bethel Inn with the Airport Authority, Dufresne Henry and Maine Department of Transportation officials, for the purpose of elevating the project to extend the runway to 4000' to a fast track.

While the corporate needs of ASC were clearly important, Otten framed the project within a greater vision for Western Maine, citing the need for higher aspirations, job creation and east-west transportation corridors in both rail and highway. A donation from ASC was pledged to get the ball rolling, and significant work was done with Governor Angus King and others to achieve this.

By June, the Bethel Airport had moved to #1 position on the FAA and MDOT list for airport improvements in Maine. The project contained significant safety factors, including a 4000 ft. runway, widened to 75 ft., and would open the airport to larger planes including small jets.”

Comment: It should be noted that as economic development endeavors, the airport and the Bethel Station were being simultaneously sponsored by Mr. Otten. The Bethel Station development collapsed; therefore, its potential ability, if there was one, to increase airport use, was unrealized during the 1998 to 2011 period.

$15,000, and the tenant is responsible for all insurance, utilities, and maintenance expenses. In May 1994, Groan and McGurn has the option to purchase the property for $175,000. In addition to the profit the town is making on this project, over 10 jobs have been created to date, with at least 10 more projected.


The 1993 Town Manager’s and Selectmen’s Report said, “Major projects handled by the Board of selectmen in Fiscal Year 1993 included the acquisition of easement and land at the airport.

1994: Airport Industrial Park Committee: Cathy Newell, Ernest Angevine, Avery Angevine, Ronald Kendall. There was no report on airport activity.

1995: The Minimum Standards and Procedures for Operations were adopted for Colonel Dyke Field, and formal leases were entered into with tenants at the airport. In addition the Federal Aviation Administration amended its posture on the issue of the Harrington Barn. The FAA granted a waiver so that the barn would not have to be relocated, although it is conditioned upon review when the town next enters into a contractual agreement for funding with the FAA. Movement was made towards organizing an independent authority to govern the airport and airport industrial park.

Extract’s from the Town Manager’s Report -

There were several other town votes held during the fiscal year. The first was a referendum in November (1995) to decide two issues: whether to vote school budgets in the future by referendum, and whether to enact the Bethel Airport Authority ordinance, which created the new Bethel Airport Authority.

Following the Bethel Airport Authority ordinance vote in November, appointments had to be decided, and the details and procedures of working with the new Bethel Airport Authority had to be finalized. Airport lease formats, policy guidelines and budgets kept both boards busy for
The Bethel Airport Authority held its first meeting on December 10, 1995 with John Head appointed acting chairman. Minimum Standards for Fixed Base Operators (FBO) were established. Dan Bilodeau and Steven Whitney applied for and were accepted as the FBO for Colonel Dyke Airfield.

In Fiscal 1966, the Authority was awarded a grant by the Federal Aviation Authority (FAA) to update the Master Plan. The engineering firm of Dufresne-Henry has been retained to assist in the completion of the plan. A Planning Advisory Committee (PAC) was formed to review the process as follows: Arlan Jodrey, Daniel Davis, Gayland Brackett, Michele Varuolo, Gary Brearly, Dexter Stowell, John Chaney, John Thurston, Steve Whitney, Bob Laux, Timothy Bourassa, James Peterson, Dennis Doyon, Tom Richardson, Sheila Harrington, Bob Saunders, and Al Bancroft.

The first project at the airfield, which was guided by Dufresne-Henry, has been the creation of a new entrance through the Industrial Park, a new parking area and the paving of an apron.

Members of the Airport Authority are as follows: John Head, Peter Kailey, Avery Angevine, Dan Gibbs, Dick Theriault, Cathy Newell, Eric Wight, and Arlan Jodrey. The Airport Authority would like to express its appreciation to Ron Kendall and Ken Ramage who served as members during the first year.

1977’s annual report covered several changes during the year at Colonel Dyke Field. Air traffic has increased with fourteen aircraft calling Bethel their home base. Work on the Master Plan continued at a steady pace which when completed will serve as a blue print for future growth and improvements. A new hangar has been completed to house the Sunday River plane. Another hangar location was approved by DEP and FAA and is in accordance with the Master Plan.

Members of the Airport Authority are Cathy Newell of Locke Mills, Dick Theriault of Rumford,
John Head, Arlan Jodrey, Dan Gibbs, and Eric Wight. The Airport Authority would like to recognize Peter Kailey and Avery Angevine of their outstanding participation and guidance.

For Fiscal Year 1998 Airport Authority members were: Arlan Jodrey, John Head, Cathy Newell, Nancy Schlieper, Dan Gibbs, Eric Wight and Dick Theriault

The Bethel Airport Authority has had a very busy and productive year at the Bethel Industrial Park. The (GAMMII) building was leased to American Ski Corp. for offices and warehouse space. They have made several upgrades to the interior of the building to accommodate their needs. We anticipate that this will be a long term tenant for our 23,000 square foot building.

Hangar construction standards were drafted and approved. American Ski leased land and constructed the first permanent 80 x 80 pressure-treated wood frame, maintenance-free, steel exterior building. Future hangars will be built to the same standards for continuity.

Sunday River Transportation installed manually-activated runway lighting for their company planes.

The Authority transferred the Bilodeau/Whitney "Fixed Base Operator" lease to Cynthia McDonnell of Winthrop, Maine.

The Airport Master Plan update was completed by Dufresne-Henry, Inc. and approved by the FAA, Maine DOT, the Bethel Airport Authority and the Bethel Town Meeting. A Maine Department of Transportation Grant of $150,000 and a $150,000 matching gift from American Ski Corp. was accepted by the Bethel voters at the town meeting in June. The environmental and land appraisals will initiate the reconstruction of the present runway from a 60 x 3150 to a 75 x 4000 foot runway. A total FAA Grant of $2.44 million has been allocated for this project.

A weekend "Fly In" was enjoyed by many with several different types of aircraft flying in and out of Colonel Dyke Airfield this past fall. The Portland Natural Gas Transmission System contractors in the area used the airport as a fueling, pickup and departing area this past season. Sunday River Transportation continues to be a big user of the facilities.

A long-time, dedicated supporter and friend of the Airport Authority, Avery Angevine resigned from the Authority in 1998 due to other commitments. He has served the community in several capacities for many years. Thanks, Avery. Arlan R. Jodrey, Chairman

Activity for Fiscal Year 1999 included: the Airport Authority had a flyer designed, printed and distributed to answer questions the public had on the airport extension. The Authority did hold
several public information meetings.

In August of 1998 the voters approved an FAA grant for 2.4 million dollars for the design and construction of the runway. This grant would lengthen the runway from 3,150 feet to 4,000 feet and widen the runway from 60 feet to 75 feet. The Town also voted to accept a gift of $150,000 from American Ski Corp. This gift will pay the 50% match for the environmental assessment and design with the Department of Transportation paying 50%. The $150,000 gift will also be used to pay the town's share of 5% against the FAA grant.

There were several meetings with the fixed base operator and the Authority to review the lease, establish fixed operating hours and review the minimum standards. The fixed base operator held a radial roundup over Labor Day Weekend. It has been termed a success, there were 30 planes on Saturday and 20 planes on Sunday.

American Ski Corp. continues to lease the Industrial Park Building and a new committee was established to negotiate a new lease. The Quonset hut was signed over to the Town of Bethel by American Ski Corp. and the fixed base operator is leasing it from the town.


In FY 2000 Airport Authority Committee: John Head, Dan Gibbs, Arlan Jodrey, Eric Wight, Cathy Newell, Dick Theriault. Scott Cole was Town Manager. There was no airport authority report in 2000. In FY 2001 the committee members were same as 2000. No report.

For FY 2003, the operation and maintenance of the Bethel Regional Airport is accomplished by the Town Manager (Scott Cole), in accordance with policies and long-term plans established by the Bethel Airport Authority. All costs are met solely through operation of an airport fund with revenue sources limited to moneys derived from airport-related activities, sales of parcels of the Bethel Industrial Park, rental of properties at the Bethel Industrial Park, governmental grants and private donations. Subject to Town Meeting approval, monies are annually transferred from the Town of Bethel general fund to the airport fund in an amount that is at least equal to the amount of taxes levied on real and personal property located within the airport perimeter fence in the previous fiscal year.

In fiscal year 2003, Eric Wight served as Chairman of the Bethel Airport Authority. Other members included: Randy Autrey, Dan Gibbs, John Head, Arlan Jodrey, and Cathy Newell. Over the past four years, the Authority planned and completed major improvements at the airport with the extension of a waterline in the fall of 2000, the addition of a bathroom in the Pilots Lounge in

During this period the Authority retained the services of Dufresne Henry to upgrade the Master Plan, and eventually to undertake the expansion of the 14-32 runway to 3,818 feet. While a Special Town Meeting in August 1998 approved the $2.4 million project, the process of securing 17 aviation easements, and conducting the Environmental Assessment would occupy the next 2 years.

The construction phase occupied 2001-2002, following the awarding of the contract to Alvin J. Coleman of Conway, NH, with a bid of $1,657,027.62. This allowed the runway to be extended to 3818 feet long by 75 feet wide, achieving the important safety goals and opening the airport to a larger class of aircraft. The construction was complete and the Federal Aviation Administration grant for the project was closed out in fiscal year 2003.

With the completion of the runway expansion, the Authority continues to focus on other opportunities to enhance the airport and its amenities. To learn more about the Bethel Regional Airport, visit our website at www.bethelmaine.org. (the Web site has a roster of Authority members and the current Assistant Manager.)

**FY 2004:** The operation and maintenance of the Bethel Regional Airport is overseen by the Town Manager in accordance with the policies and long-terms plan established by the Airport Authority. All costs are met solely through the operation of an airport fund with revenues limited to airport related activities.
In fiscal year 2004 Eric Wight served as Chairman of the Bethel Regional Airport Authority during the 2003 calendar year and Randy Autrey served in 2004. Other members included Dan Gibbs, Mike Murphy, Arlan Jodrey, John Head, and Cathy Newell.

After a four year period of public improvements which resulted in an improved pilot’s facility, a self-service aviation fuel system, and a substantial expansion of the runway, 2004 saw private investment in the airport. Two T-Style aircraft hangar buildings housing eight individual hangars were constructed during this period.

The Authority continues to focus on opportunities to enhance the airport. An exciting expansion of the airport apron is planned for the summer of 2005.

**FY 2005:** At the Bethel Town Meeting of June 15, 2005 it was voted to reduce the number of Bethel Airport Authority Members from seven to five and a new board was appointed. The Authority Chairman is John Head; the Vice Chairman is Cathy Newell. Other members are Dutch Dresser, Kevin Hawthorne, and David Luxton.

During the summer of 2005 there was a $682,000 expansion which increased the apron from one to 3.6 acres. The Federal Aviation Administration provided 95% of the funding, the State of Maine Department of Transportation provided 2.5% of the funding; the Town of Bethel provided a 2.5% local march. Aircraft tie-downs were increased from 8 to eighteen and automobile parking was also expanded. Additionally, utility services (water, electrical, and telephone) were extended and the terminal building was relocated and resided.

**FY 2006:** The operation and maintenance of the Bethel Regional Airport is overseen by the Town Manager in accordance with the policies and long-term plan established by the Airport Authority. All costs are currently met solely through the operation of an airport fund with revenues limited to airport related activities.
The Authority Chairman is John Head; the Vice Chairman is Cathy Newell. Other members during the period were Dutch Dresser, Kevin Hawthorne, and David Luxton. There were no airport capital improvement projects during the fiscal year however The Authority continues to focus on all opportunities to enhance the airport. A capital improvement project which includes a Jet-A fuel system and runway crack sealing is scheduled for the current year.

In FY 2008 Committee: Donald Bennett (Selectman), Arlan Jodrey, Cathy Newell, Hal Mahon, David Luxton

LifeFlight of Maine has two helicopters for medical or emergency evacuation and must cover the state from bases in Bangor and Lewiston. Bethel Regional Airport facilities are part of Life Flight's emergency response network. Bethel airport is used to receive patients needing helicopter rescue and as a remote support base for flights into the mountains.

August 23 2011  There are 12 aircraft based at Bethel Airport, nine are single engine and one is a multi engine craft; there are two Ultralights based at the airport. Members of the Bethel Airport Committee are: Cathy Newell, Arlan Jodrey, Randy Autrey, Craig Davis and Bradley Damm. Part Two will be added in 2015.

The Bethel Journals, Donald G Bennett, PO Box 763, Bethel, Maine 04217