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This is a 1946, First Edition of Airport Planning by Charles Froesch and Walther Prokosch, published by John Wiley & Sons of New York. The clothbound volume was written by the Chief Engineer and Engineering Architect of Eastern Airlines. The rare book belonged to my father in law, a WWII veteran,

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A graduate of Yale Architectural School in 1934, he and Charles Froesch wrote one of the first airport design textbooks "Airport Planning" (1946; John Wiley & Sons Inc.)

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Title: AIRPORT PLANNING Author: FROESCH, CHARLES and PROKOSCH, WALTHER Illustrator: ILLUSTRATED Categories: Aviation, Airplanes, Edition: 3RD Publisher: NEW YORK ...

~~AIRPORT PLANNING—vintage-books.com~~

AIRPORT PLANNING By Charles Froesch and Walther Prokosch T HIS ANALYSIS of airport planning and design problems is probably as comprehensive and well done as anything that has been written on the subject. It is an excellently handled piece of work. The airport, as discussed here, is

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From Charles Froesch and Walter Prokosch, Airport Planning (New York: John Wiley & Sons, 1946). Drawing by Herbert Bayer. PG. Indeed. Above a radio navigation signal there is an area of ambiguity where it ' s not clear which direction you are flying to or from—it ' s called, appropriately enough, the “ zone of confusion. ” ... In planning ...

~~Harvard Design Magazine: Flying, Reading, Landing~~

The title of this book is Airport planning - Scholar's Choice Edition and it was written by Charles Froesch, Walther Prokosch. This particular edition is in a Paperback format. This books publish date is Feb 14, 2015 and it has a suggested retail price of \$27.75. It was published by Scholar's Choice and has a total of 268 pages in the book.

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The first full cultural history of the ultimate modern structure: the airport, revealed as never before ... Since its origins in the muddy fields of flying machines, the airport has arguably become one of the defining institutions of modern life. In *Naked Airport*, critic Alastair Gordon ranges from global geopolitics to action movies to the daily commute, showing how airports have changed our sense of time, distance, travel, style, and even the way cities are built and business is done. Gordon introduces the people who shaped this place of sudden transportation: pilots like Charles Lindberg, architects like Eero Saarinen, politicians like Fiorello La Guardia, and Hitler, who built Berlin's Tempelhof as a showcase for Fascist power. He describes the airport's futuristic contributions, such as credit cards, in the form of fly-now-pay-later schemes, and he charts its shift in popular perception, from glamorous to infuriating. Finally, he analyzes the airport's function in war and peace—its gatekeeper role controlling immigration, its appeal to revolutionaries since the hijackings of the 1960s, and its new frontline position in the struggle against terror. Compelling and accessible, *Naked Airport* is an original history of a long-neglected yet central creation of modern reality and imagination.

Historical accounts of racial discrimination in transportation have focused until now on trains, buses, and streetcars and their respective depots, terminals, stops, and other public accommodations. It is essential to add airplanes and airports to this narrative, says Anke Ortlepp. Air travel stands at the center of the twentieth century's transportation revolution, and airports embodied the rapidly mobilizing, increasingly prosperous, and cosmopolitan character of the postwar United States. When segregationists inscribed local definitions of whiteness and blackness onto sites of interstate and even international transit, they not only brought the incongruities of racial separation into sharp relief but also obligated the federal government to intervene. Ortlepp looks at African American passengers; civil rights organizations; the federal government and judiciary; and airport planners, architects, and managers as actors in shaping aviation's legal, cultural, and built environments. She relates the struggles of black travelers—to enjoy the same freedoms on the airport grounds that they enjoyed in the aircraft cabin—in the context of larger shifts in the postwar social, economic, and political order. Jim Crow terminals, Ortlepp shows us, were both spatial expressions of sweeping change and sites of confrontation over the renegotiation of racial identities. Hence, this new study situates itself in the scholarly debate over the multifaceted entanglements of “race” and “space.”

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The main purpose of the eleven contributions to this volume is to reconsider and re-assess the role of cores and peripheries in shaping modern socio-technical systems. From this perspective they explore a terrain of highly complex systems mainly operating on the so-called Western model: Railways, telegraphs, motor vehicles and airports were, in fact, all born in classic cores areas in the West and then spread out into the peripheries. The approach in itself is not new, but this volume has managed to bring out interestingly innovative elements and viewpoints. The contributors are not content with the traditional definitions of peripheries and flows, but tend to put them to the test, revise them and eventually offer critiques. The result is a tempering of the monolithic and traditional concept of a one-way transfer. No longer, therefore, a simple and linear act of adoption, but a recourse to adaptation – changes in meaning, use and perception. The volume is a starting point for future explorations on the subject of science and technology studies and takes part in a wider discussion of globalisation, global and transnational history.

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