



From Airfield to Airport City: Complexity and Contradiction in Airport History

Airfield, landing fields, aerodromes, autodrome, safety, airport, systems, air terminals, routines, processes, containment, fence, romantic borderline, aircrafts, airships, aeronauts.

Stoff, Joshua. "Long Island Airports"
Arcadia. Charleston (2004) p.104 View of
an active flight line at Roosevelt Field,
Photograph.



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This paper shows early examples of the landside airside boundary and comments on its origins and representations. It also discusses the emerging complexities that turned airfields into airports, and airports into systems. Here, I argue that along the transition from the *aerodrome's* leisure character to the more utilitarian *airport*, a deep gap divided Joel Corn's "*airmindedness*" and the raising technical culture within the official and technical discourse. In those years the "Romantic Borderline" of the early landside airside boundary was in danger. As aircrafts became more sophisticated, airports became a technology of its own; they turned into political artifacts and powerful mechanisms of publicity and propaganda.



Victor Marquez works at the crossover of design and the sociology of technology. His own firm VMA, has developed more than 50 projects in the last decade including urban design, architecture and large scale transportation projects of airports and stations including the recently completed Monterrey International Airport in 2010. Victor has recently lectured in more than twenty prestigious institutions in the US, Europe, Egypt, China, India, Mexico, Latin America and Australia. He holds a PhD and MA in Science and Technology Studies from Cornell University, a Master of Architecture from UPenn and a BArch from the National University of Mexico and was also a Fulbright Scholar until last year. Teacher and critic at many institutions since the mid 90's, member of the board of advisors at the global TC Chan Center for BS and Energy Studies in Hong Kong and Dean of the new Center for Arts and Architecture, RGS at Universidad de Monterrey in Mexico, until December 2010. He has presented his research in conferences at MIT, ETH Zurich, 4S Montreal, SHOT Lisbon 2009, SHOT Tacoma 2010, AAAS in Washington DC, the SSRG series and the Bovay Seminar on Ethics of Engineering at Cornell University, the Transportation and Mobility conference at Luzern in 2009 and in New Delhi in 2010, the *Congestion in Transport* conference at the University of London, among many others. He is member of the Society for the History of Technology (SHOT), the International Association for the History of Transport Traffic and Mobility (T2M), the Society for the Social Studies of Science (4S), The Swiss Association for the Studies of Science, Technology and Society (SASTS), the Cornell Club in New York City.

