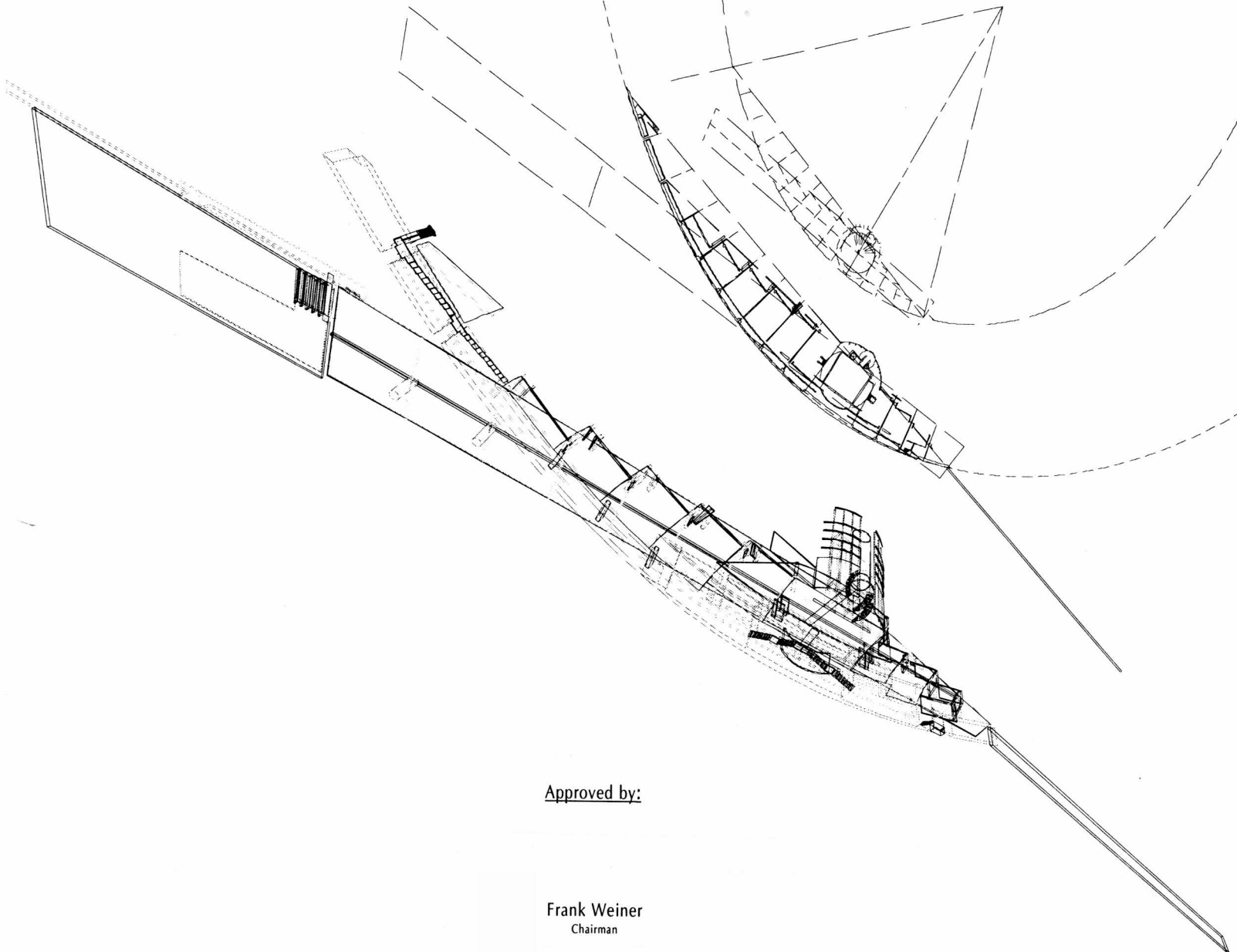


Elements
in the
Field of an
Airport

Thesis submitted to the Graduate faculty
of the Virginia Polytechnic Institute and
State University in partial fulfillment of
the requirements for the degree of

Master of Architecture

By
Henry P. Brawner III



Approved by:

Frank Weiner
Chairman

Heinrich Schnoeur

William Galloway

Salahuddin Choudhury

Abstract

Context of Field

Elements

Wall

Deck

Tower

Gates

Ensemble

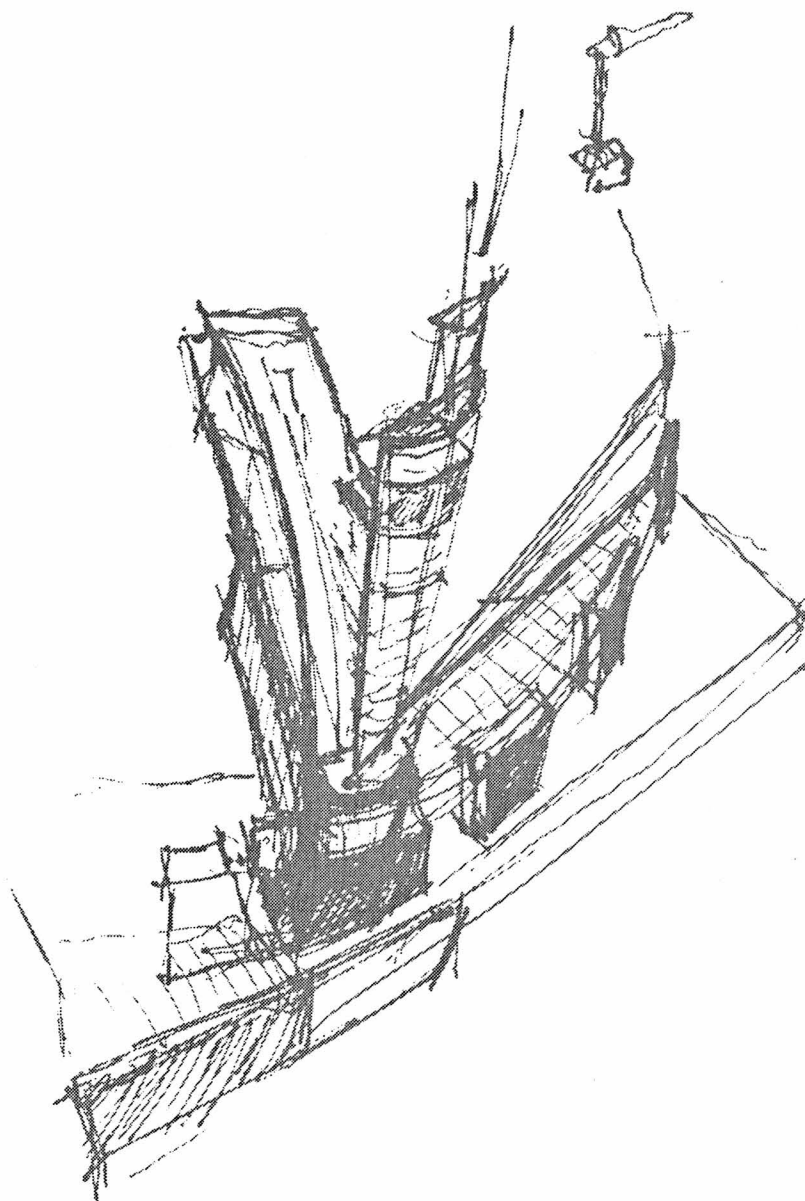
Plans

Elevations

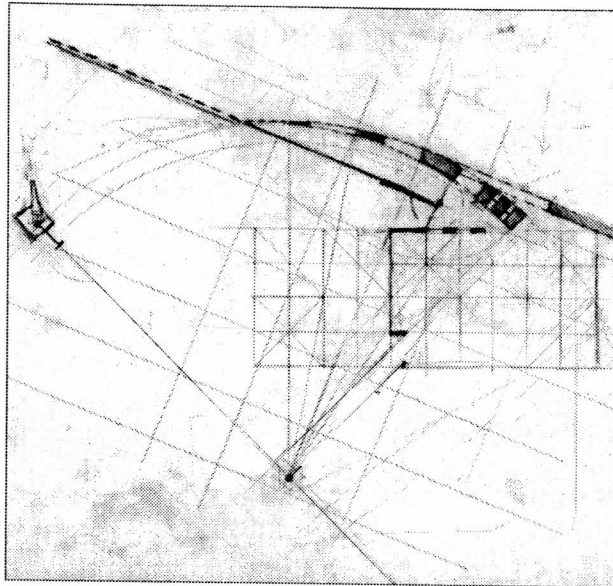
Sections

Acknowledgments

Vita



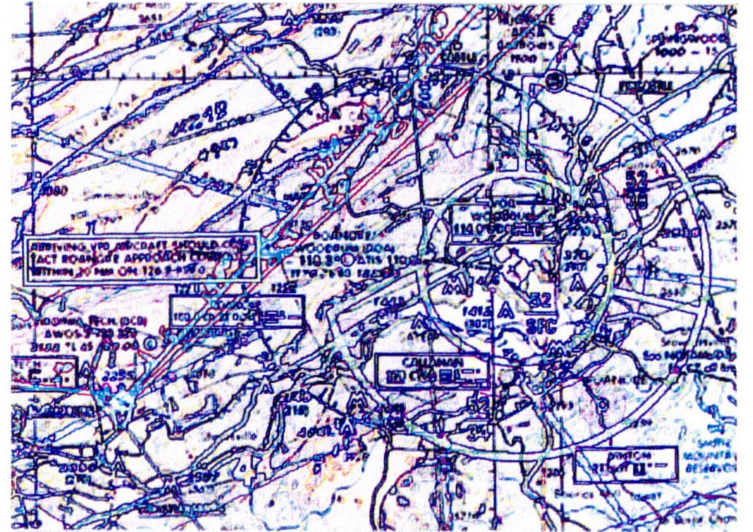
"Order is , at one and the same time, that which is given in things as their inner law, the hidden network that determines the way they confront on another..."
—Michel Foucault



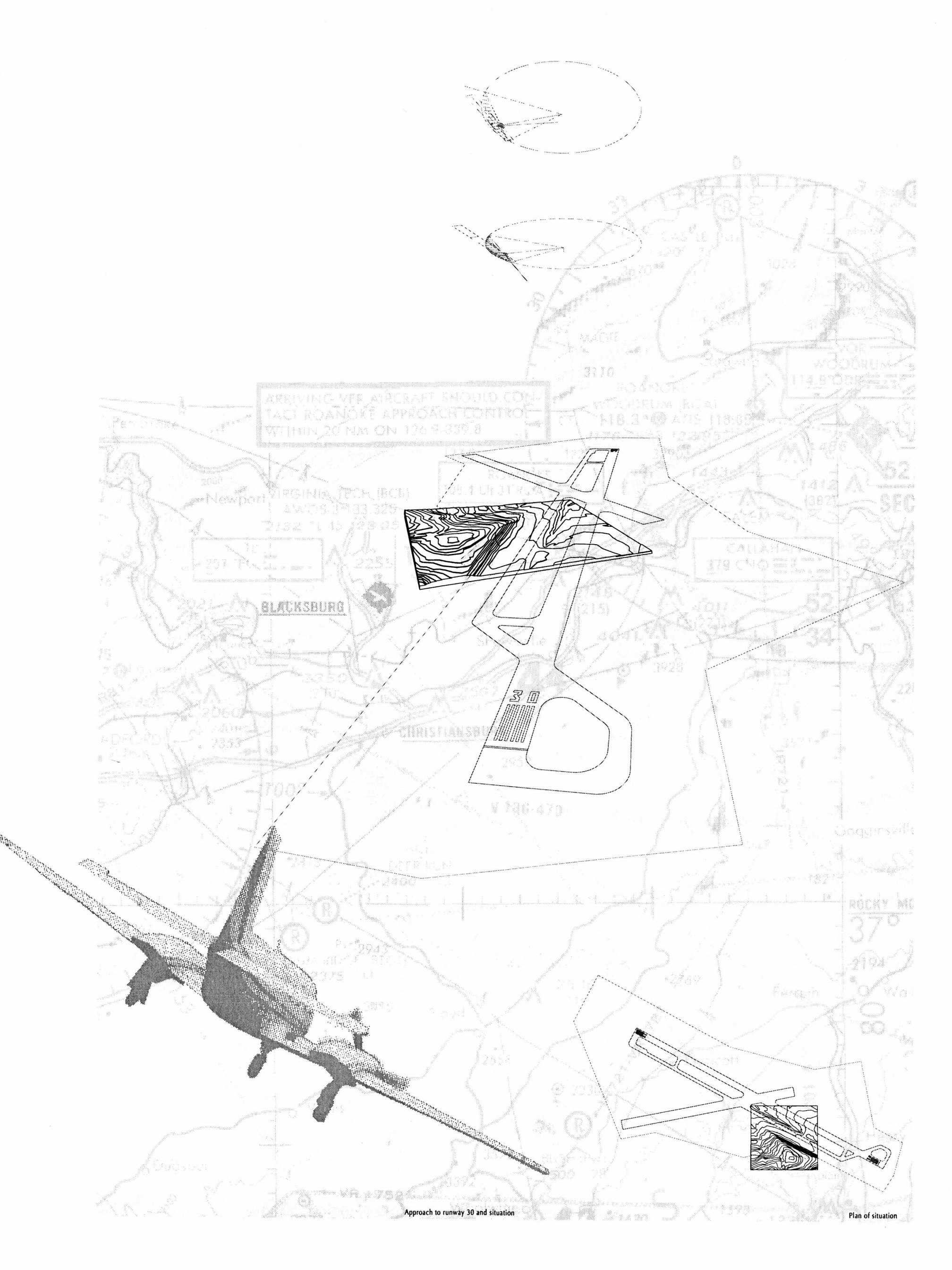
The significant characteristic consistently evident at small, and to some extent larger, airports is the division between two different landscapes. There exists a distinct contrast between the varied, uncontrolled terrain of the surrounding environment - roads, houses, trees, buildings and the like - and the strictly controlled airfield itself with its' straight and level runways, neatly cropped grass, and signs that guide all movement . The tower, light beacons, runway lights, radio frequencies, and control areas are the tangible and intangible elements that further define a controlled field of influence.

The boundary between these two distinct situations is most often recognized by no more than a chain link fence. This study is a response to these perceived "fields" of influence, tangible and intangible, defined by the situation of an airport, and their establishing and informing the relationships between the main elements of the terminal building; where these boundaries meet.

How and where the elements of the airport meet , the spaces between them, and the connections they create are where Architecture might occur.



Context of Field



ARRIVING VFR AIRCRAFT SHOULD CONTACT ROANOKE APPROACH CONTROL WITHIN 20 NM ON 126.9-339.0

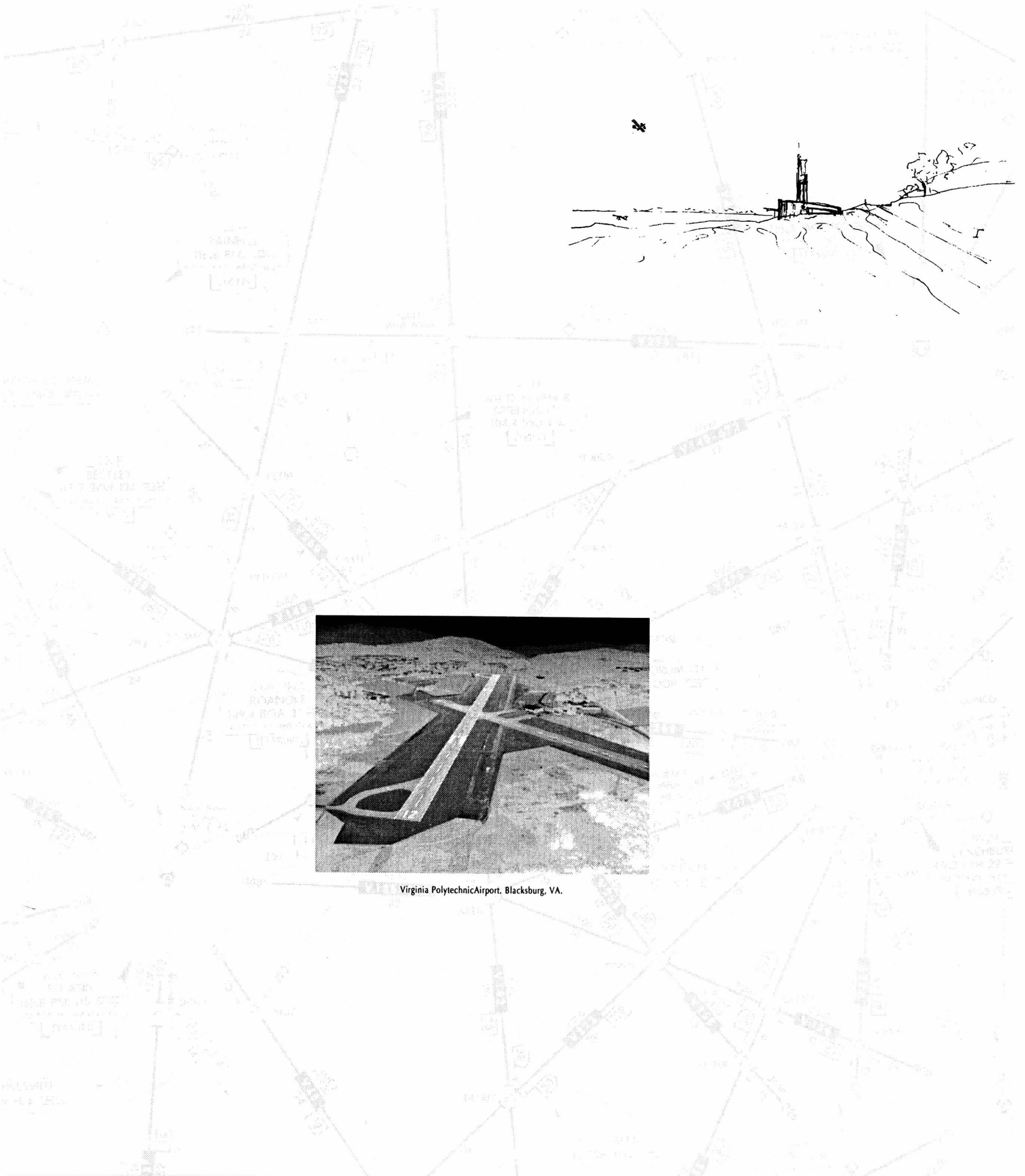
BLACKSBURG

CHRISTIANSBURG

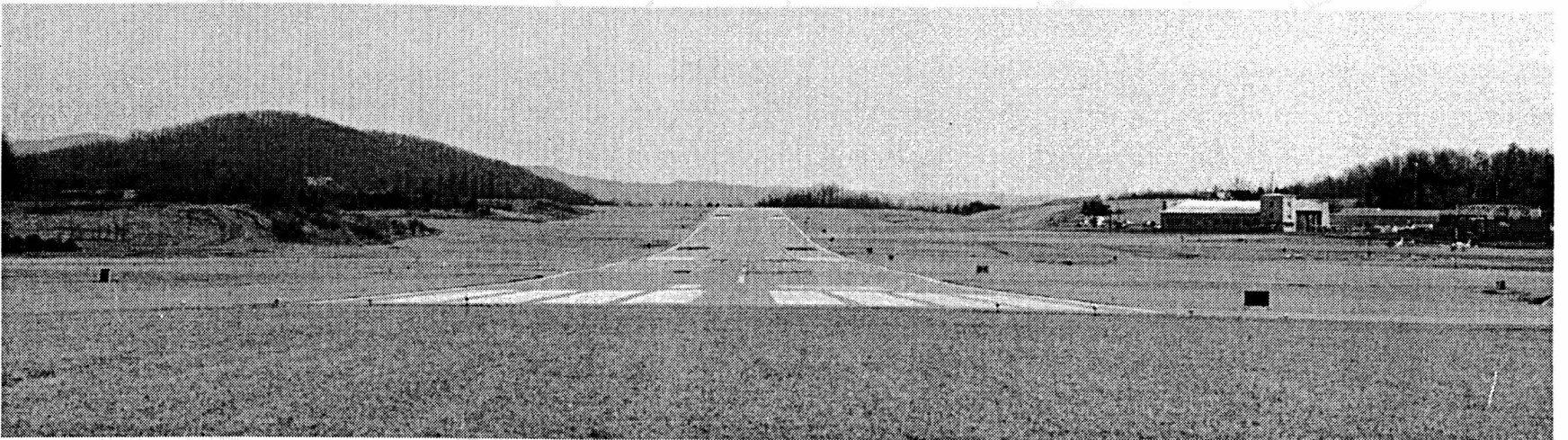
WOODRUM

Approach to runway 30 and situation

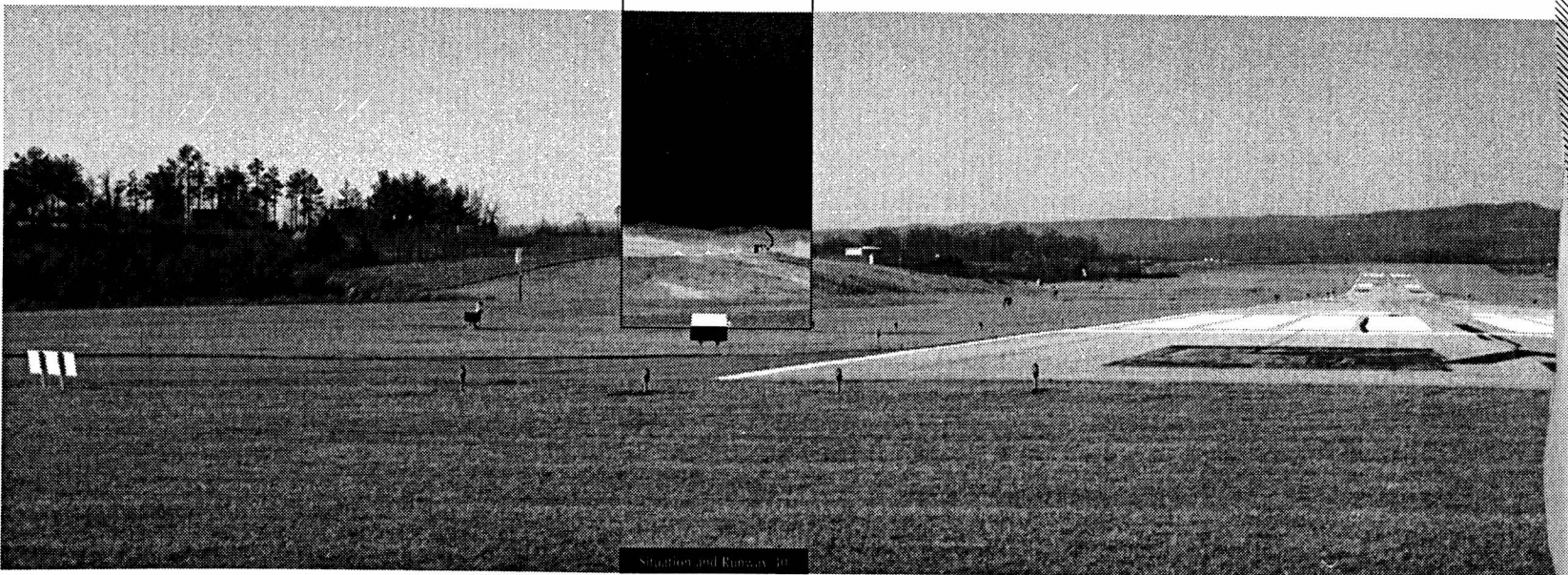
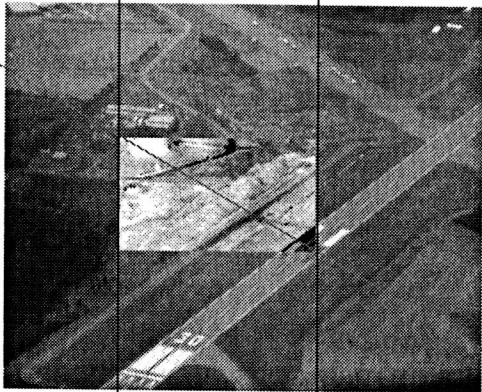
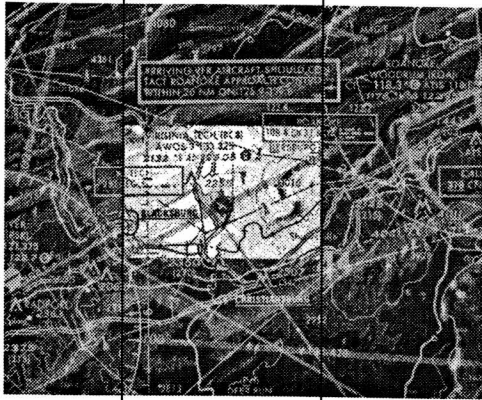
Plan of situation



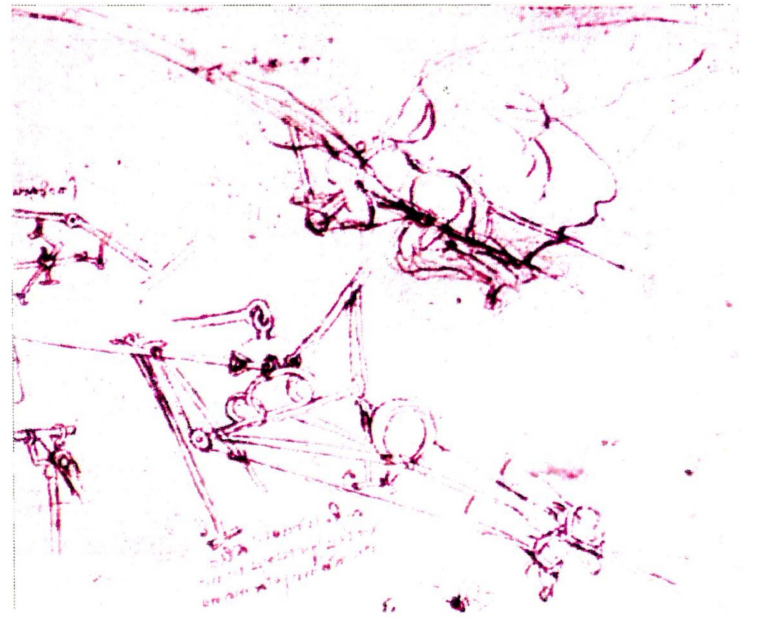
Virginia Polytechnic Airport, Blacksburg, VA.

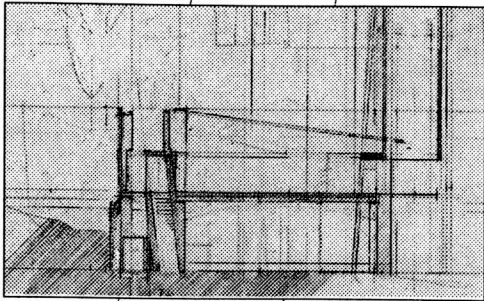
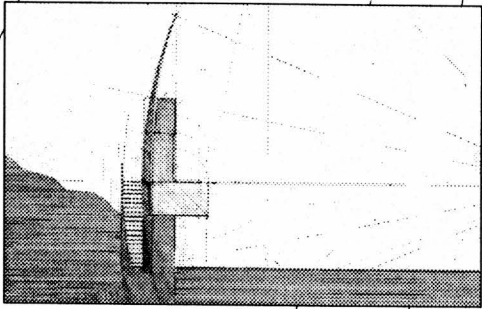
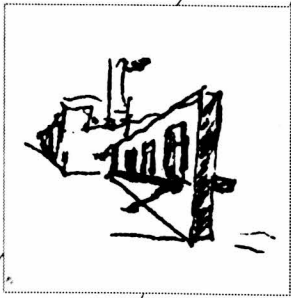


Runway 12, Virginia Tech. Airport



Situation and Runway



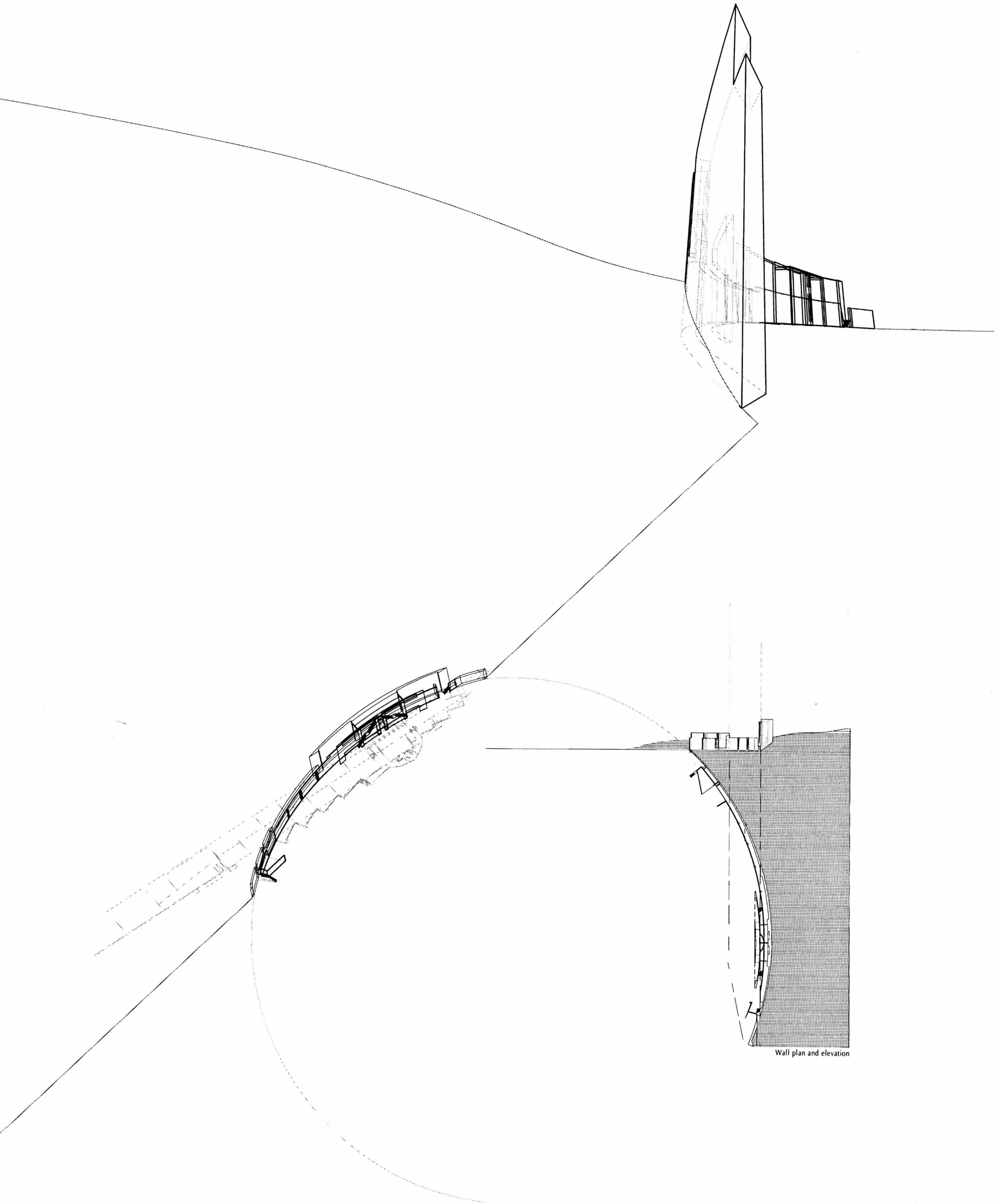


Section studies and first sketch

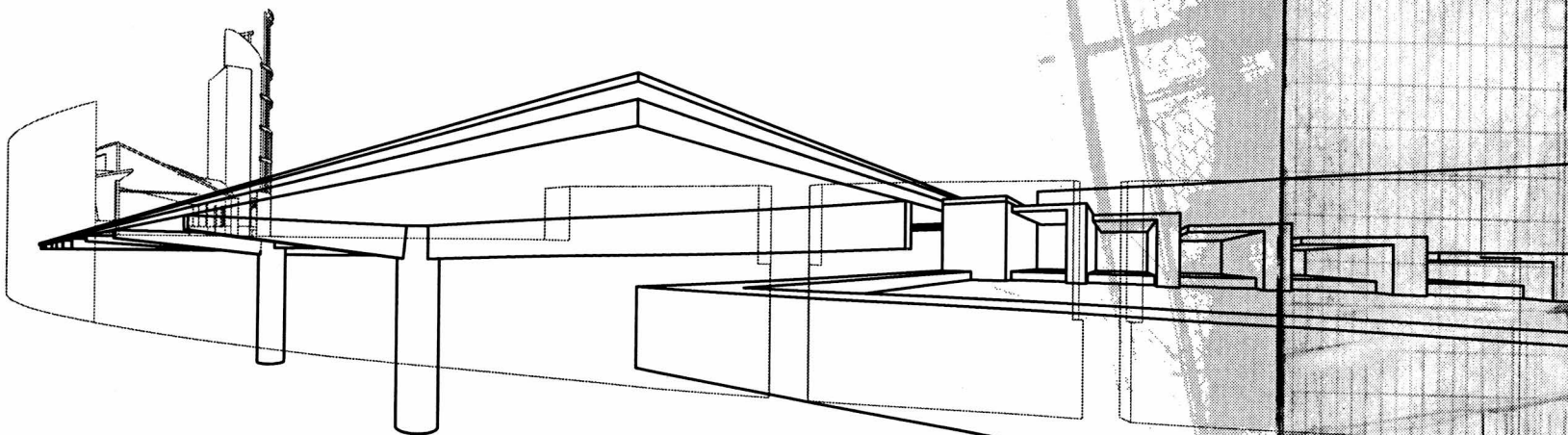
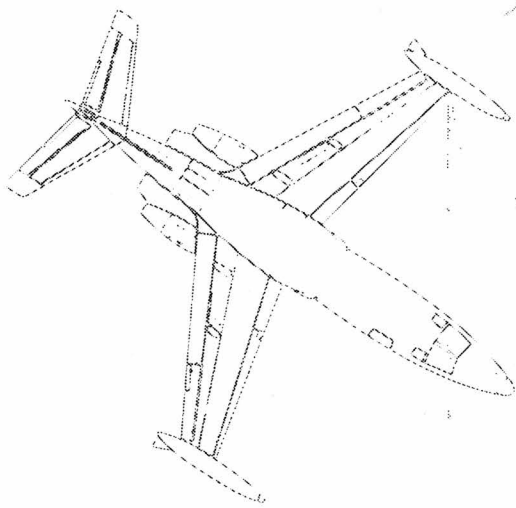
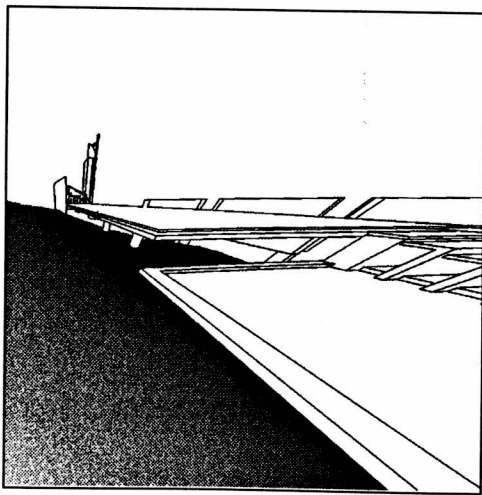
Wall



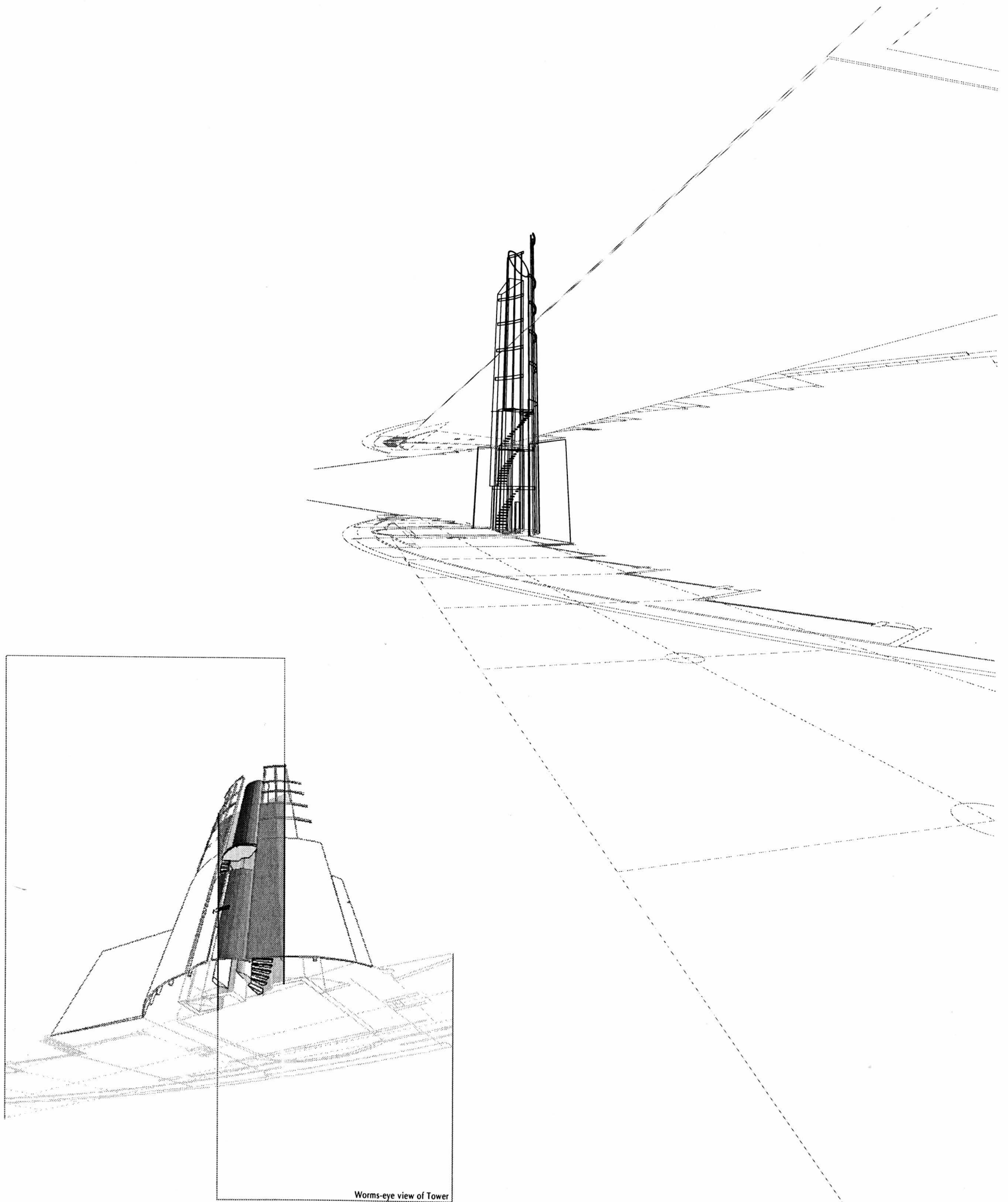
Airplane's view of the wall in situation



Wall plan and elevation

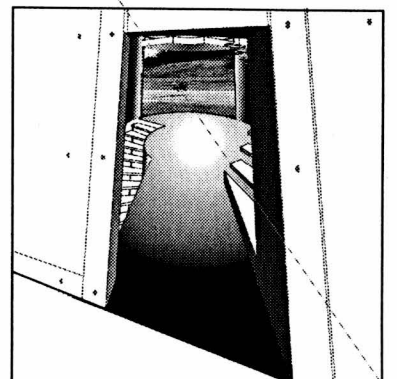


Deck

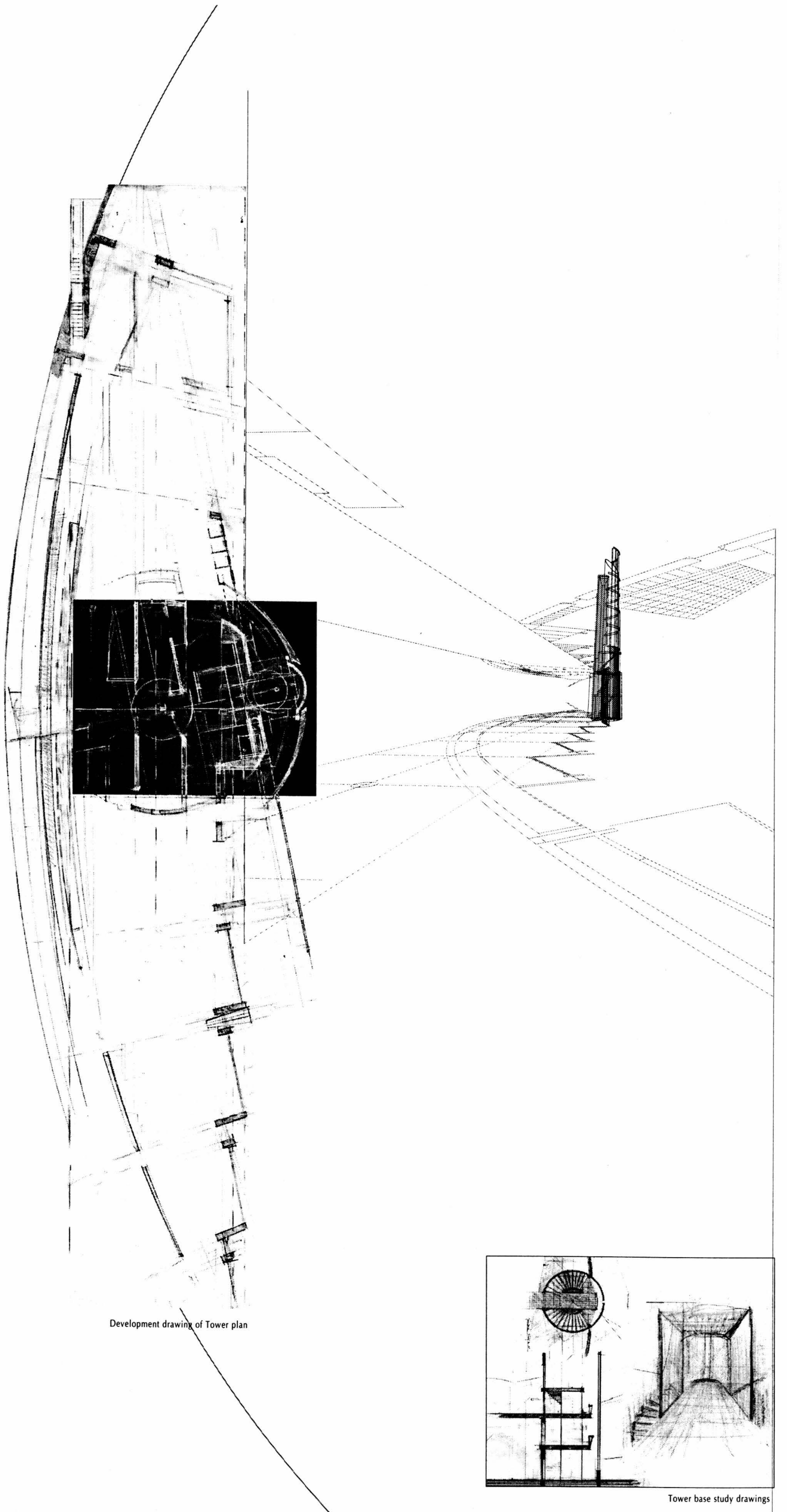
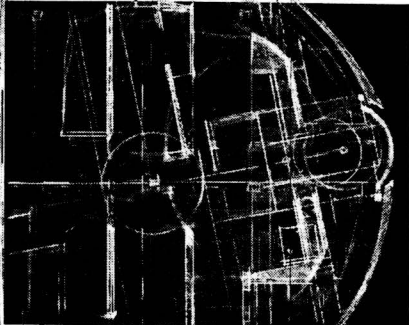
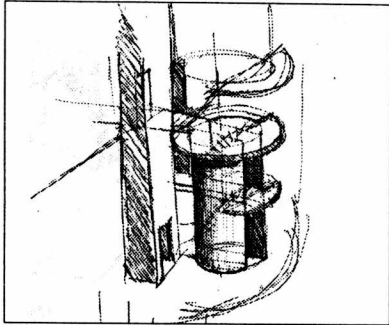


Worms-eye view of Tower

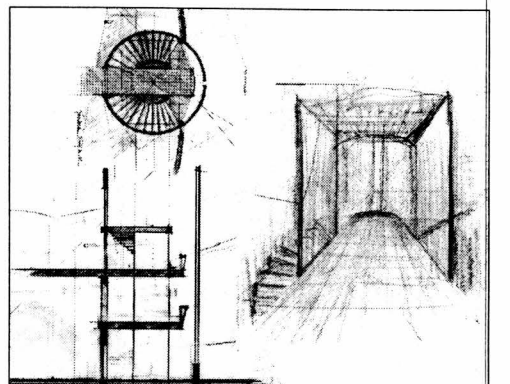
Tower



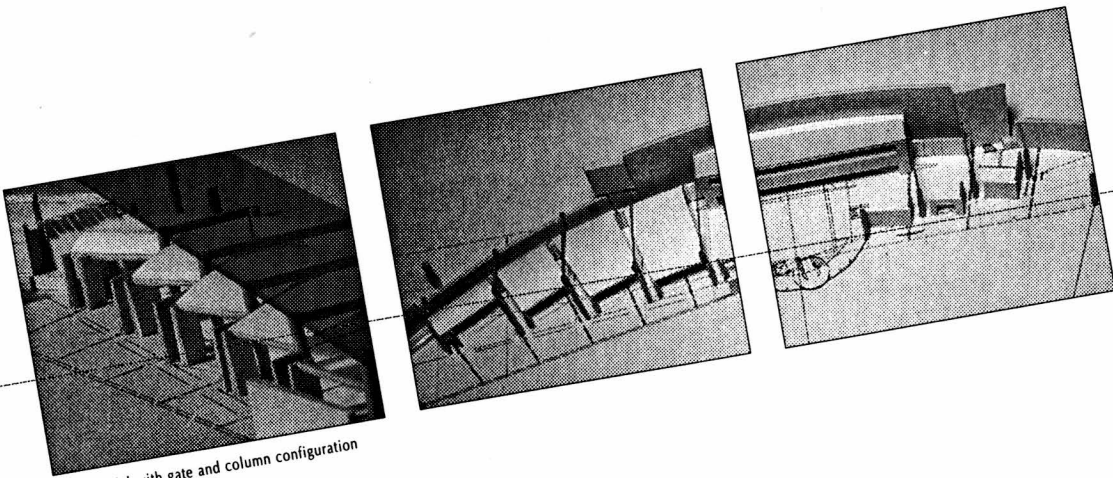
Tower entrance from deck



Development drawing of Tower plan

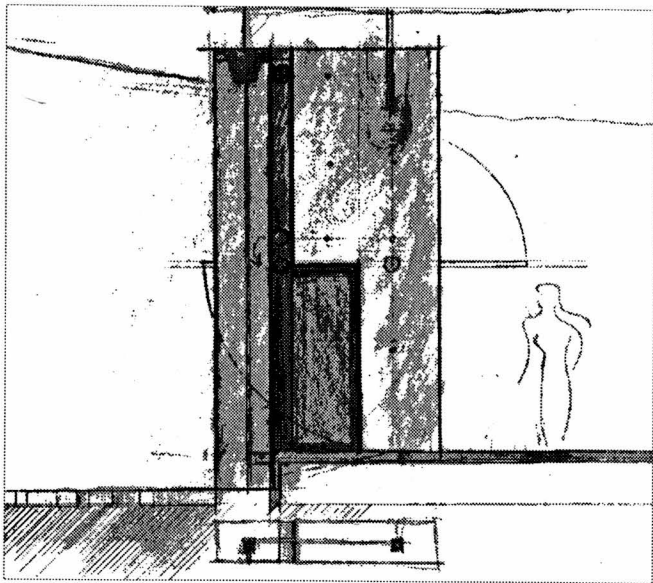


Tower base study drawings

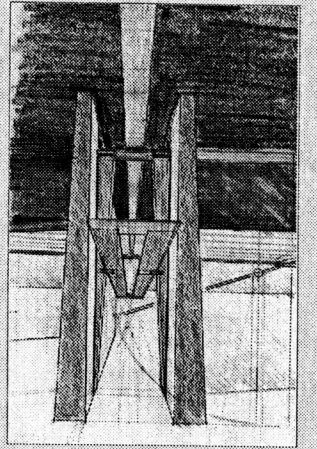


Study model with gate and column configuration

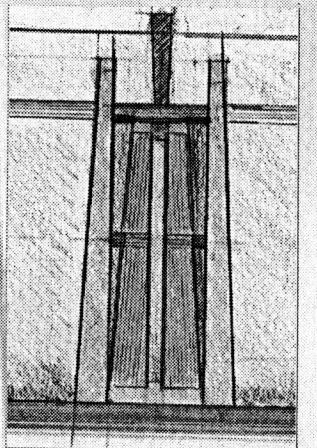




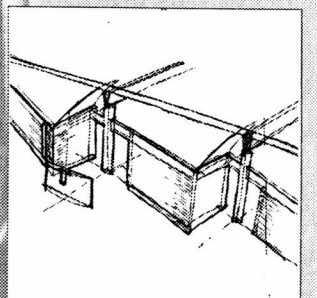
Commuter departure/arrival Gate development drawing



Commuter Gate with open door

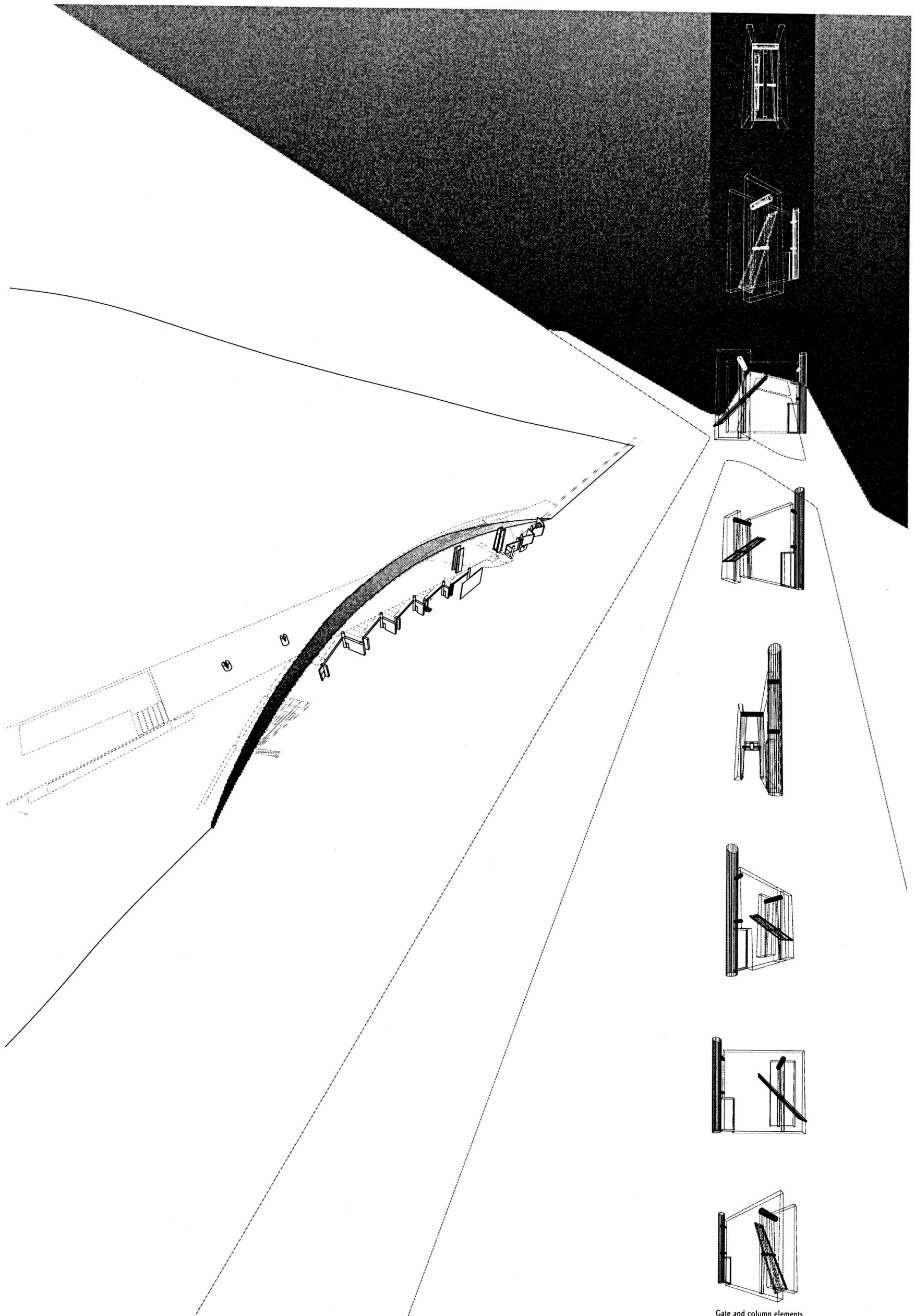


Commuter Gate/Pier

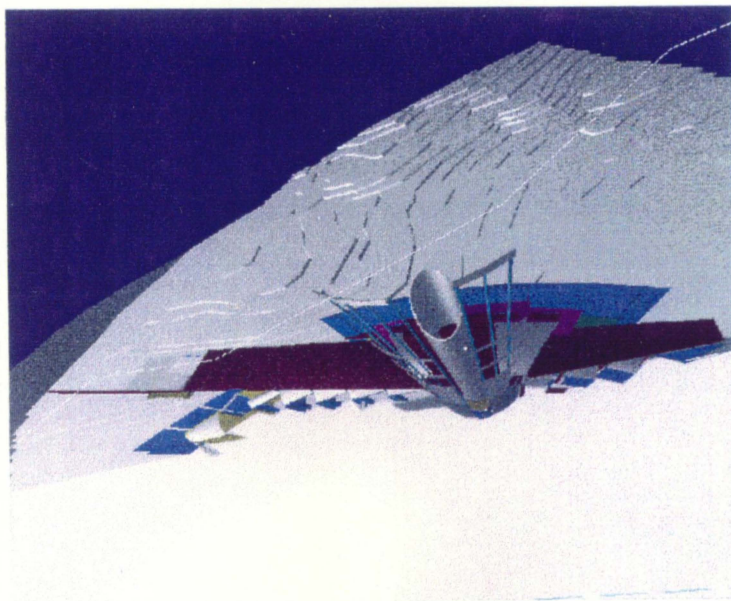


Entrance to private aviation hall

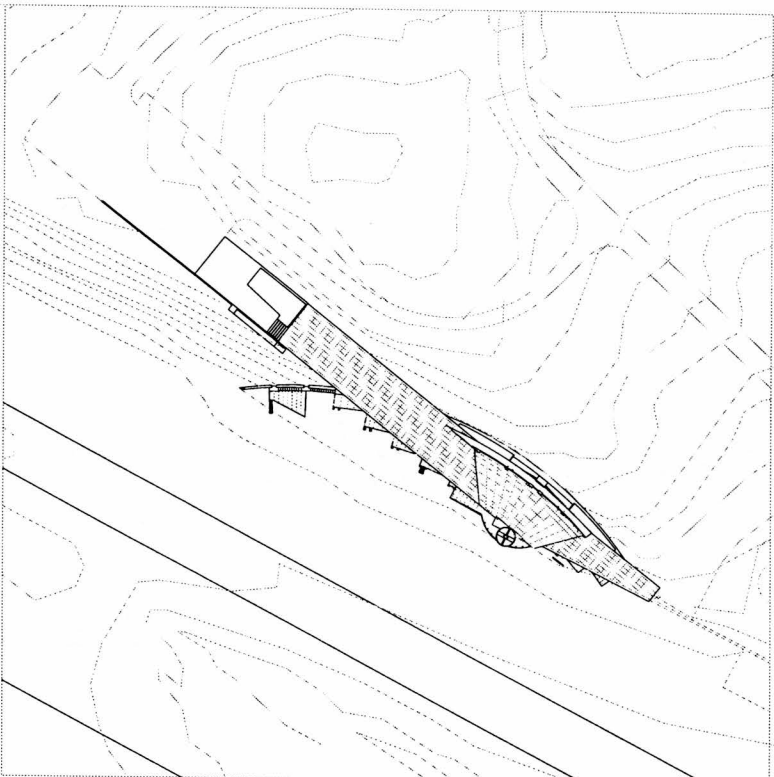
Commuter aviation hall study model



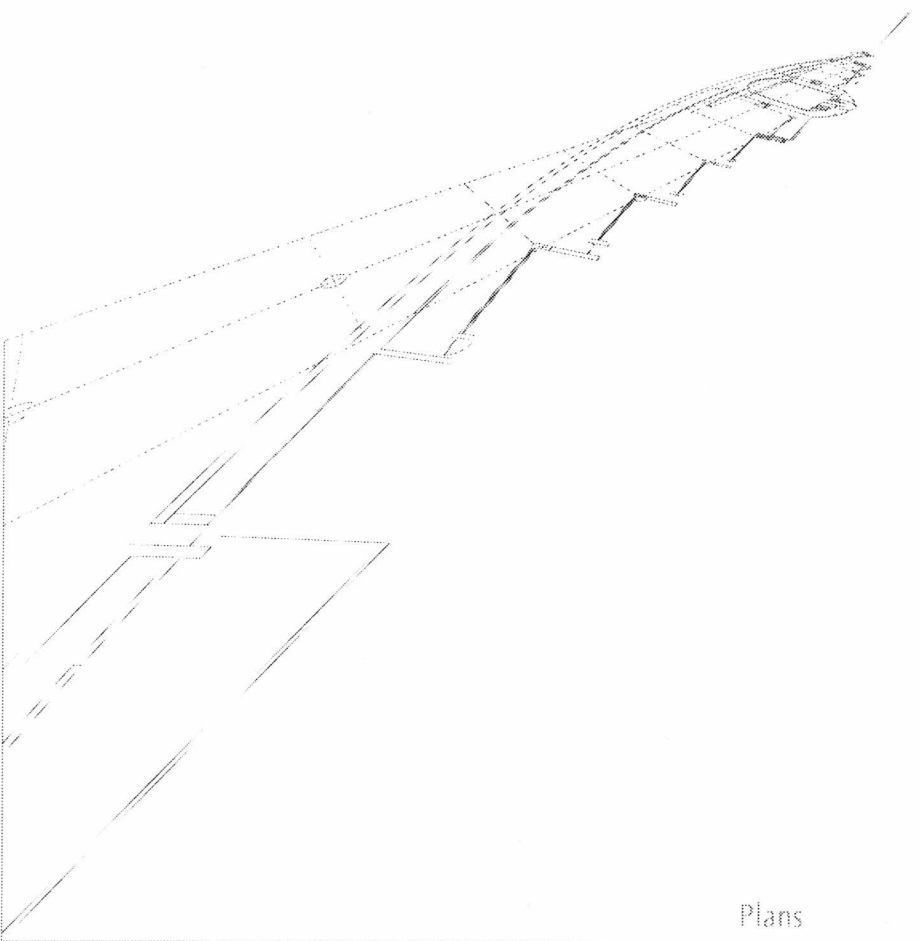
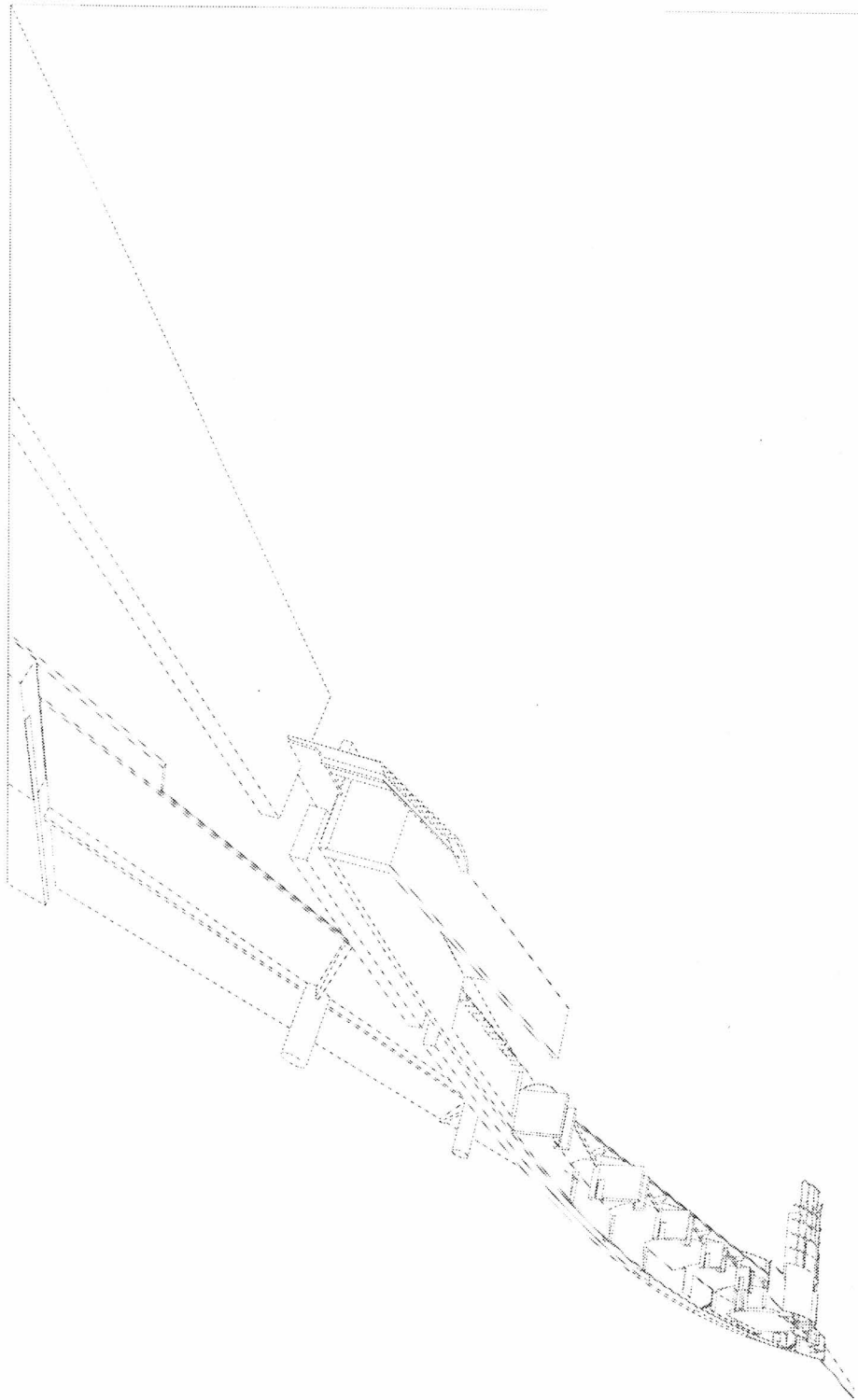
Gate and column elements



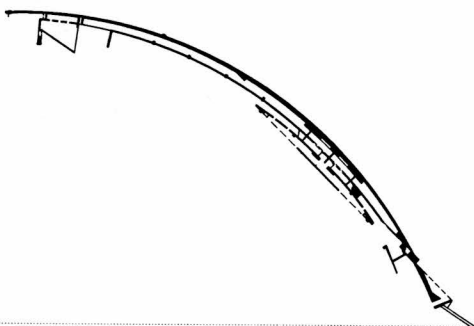
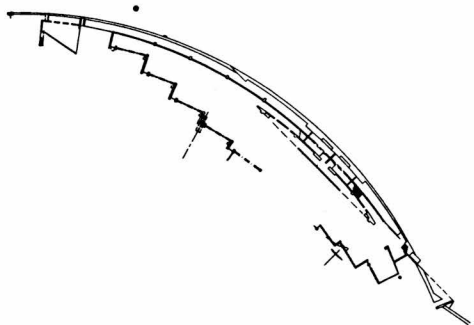
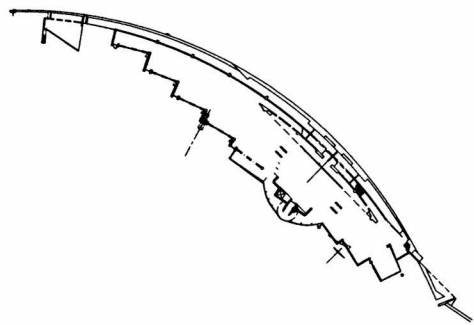
Ensemble

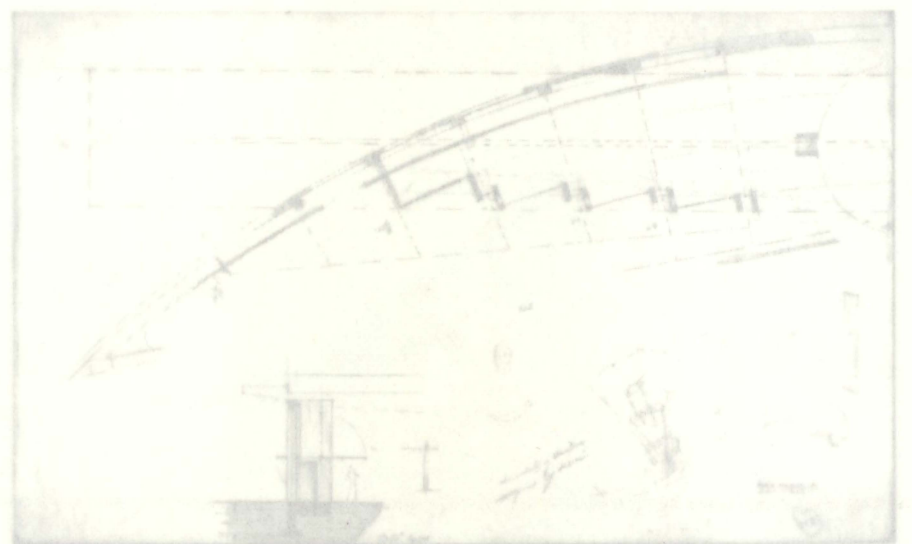
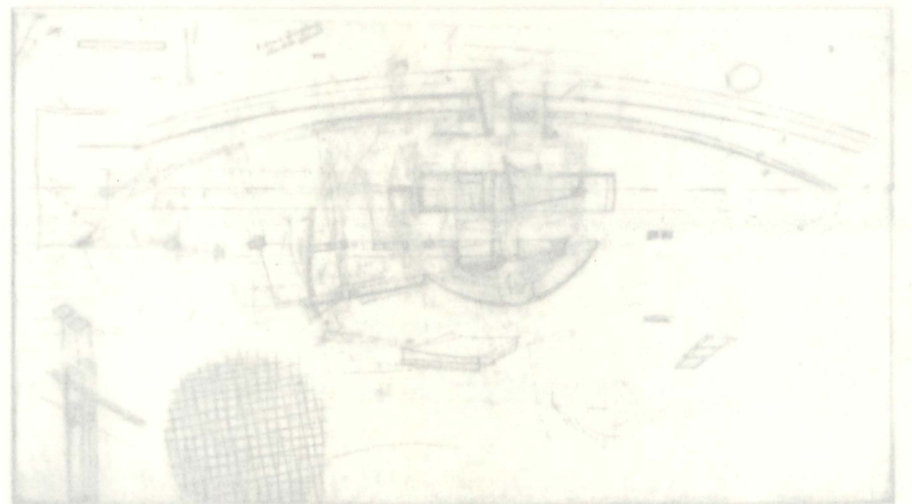
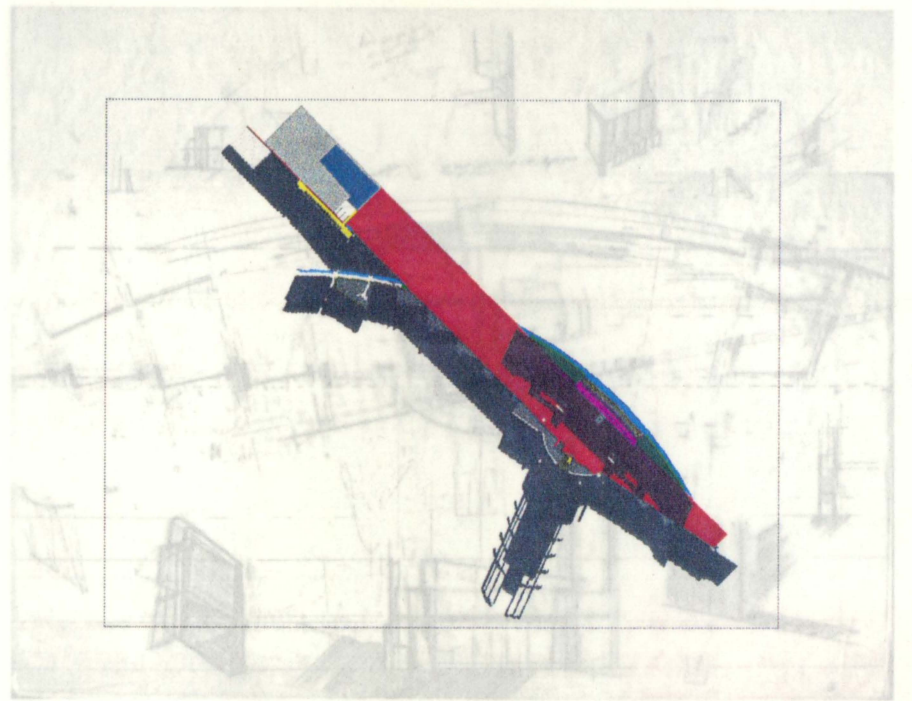
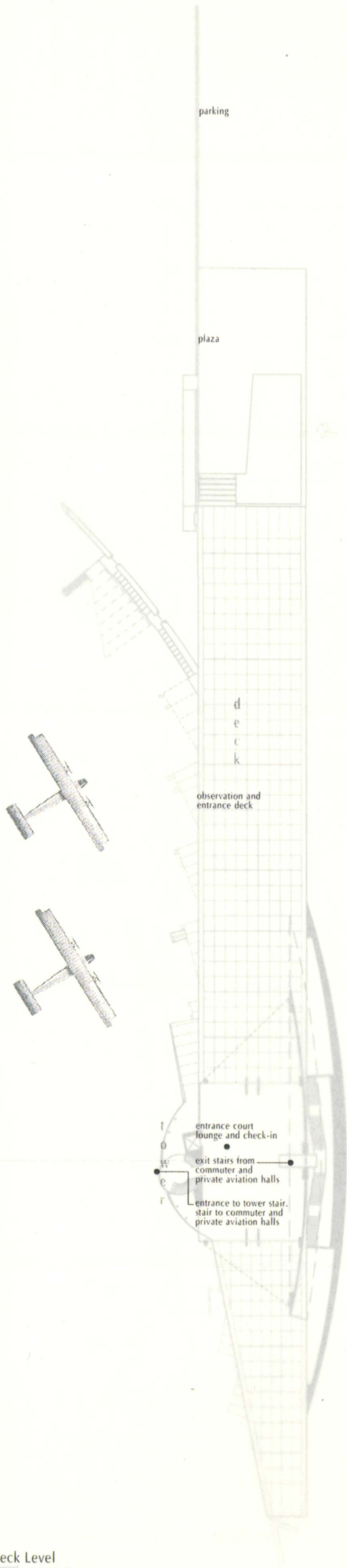


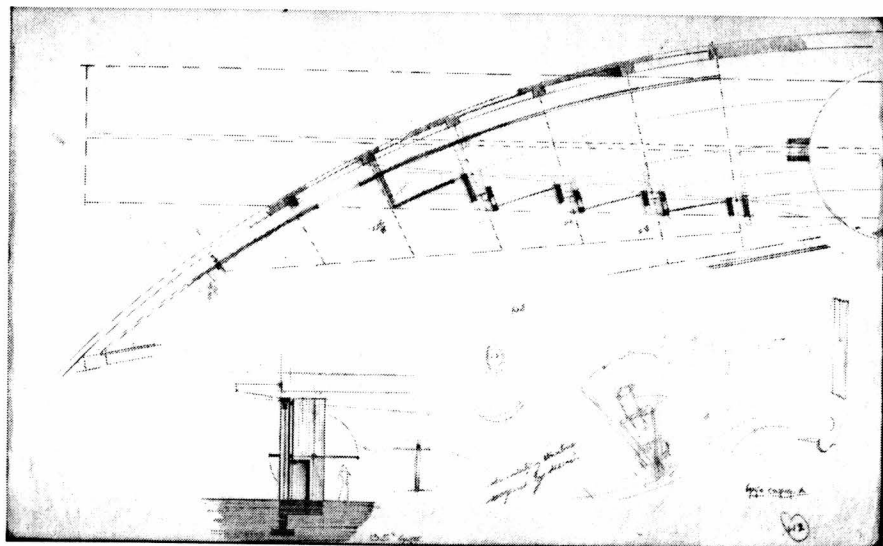
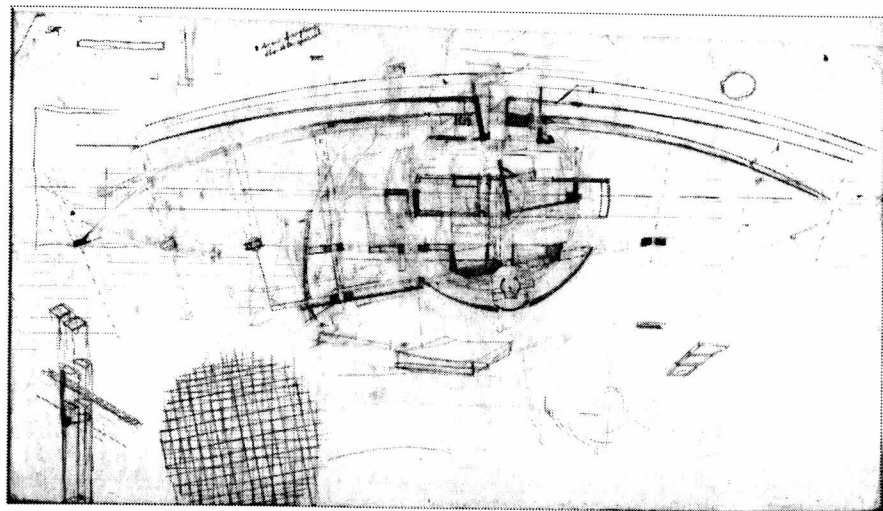
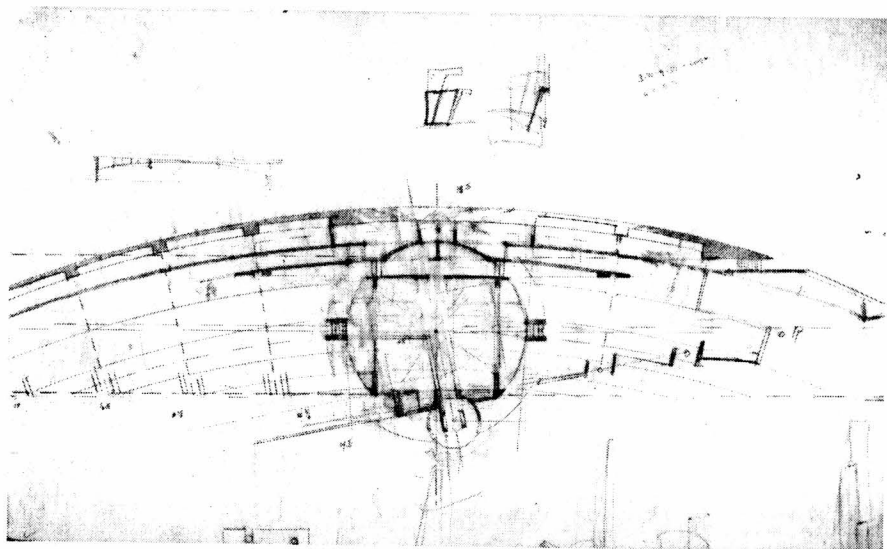
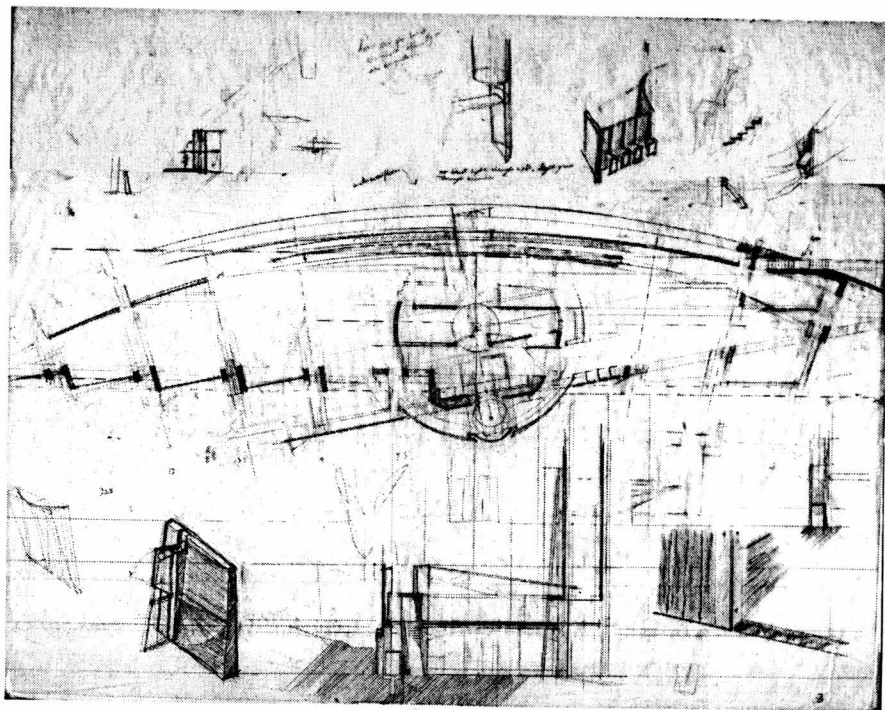
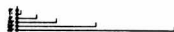
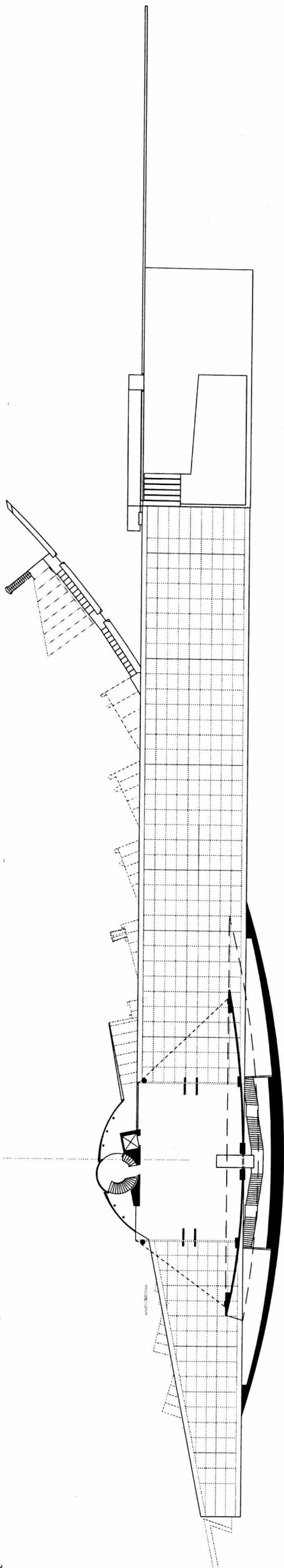
Roof plan

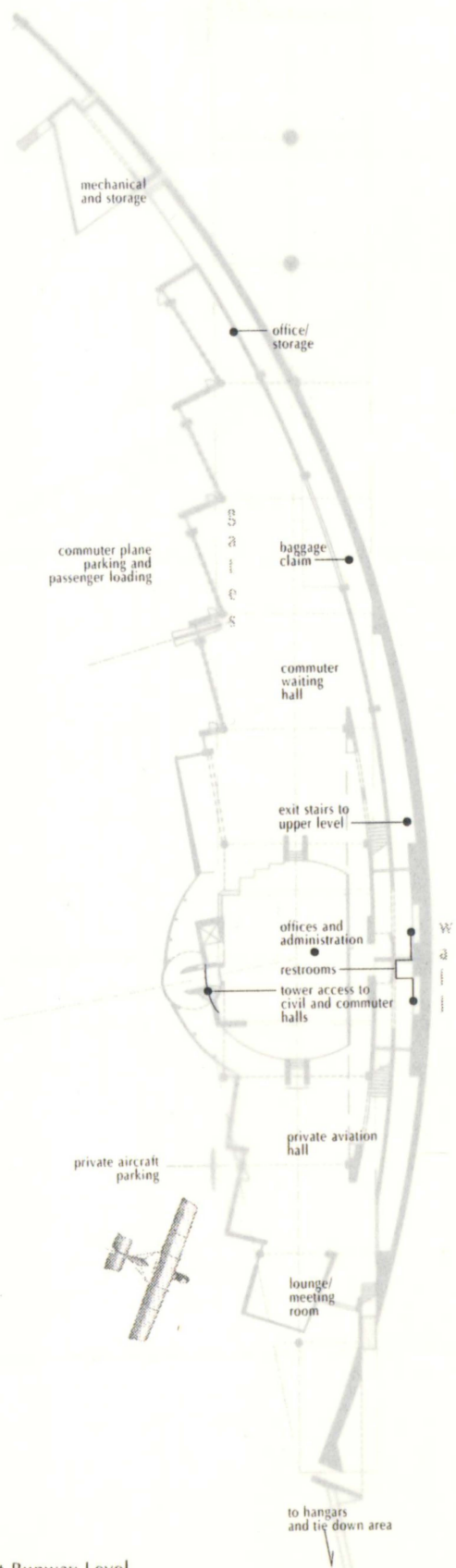
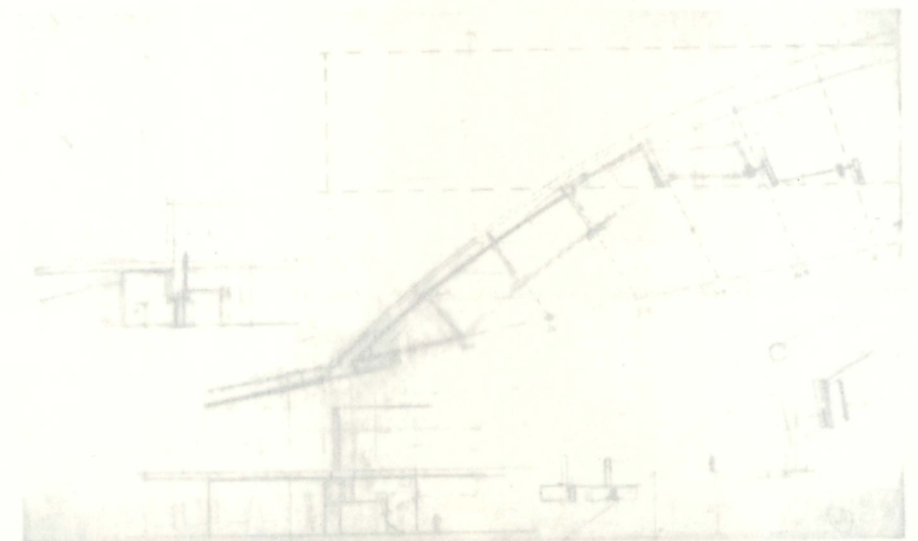
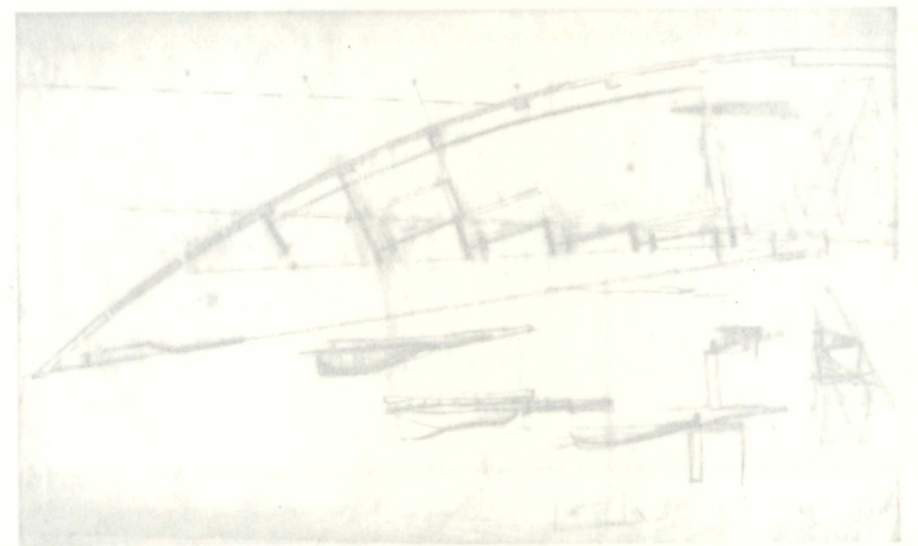
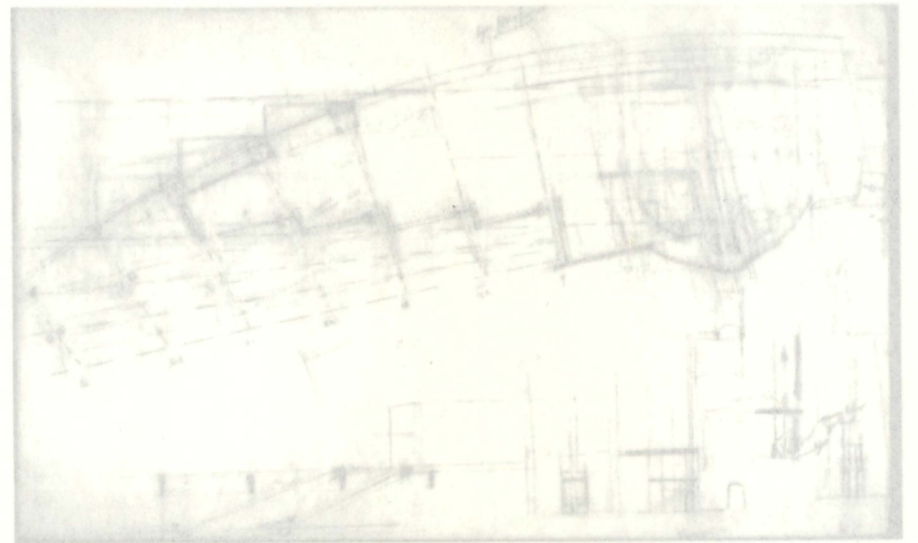
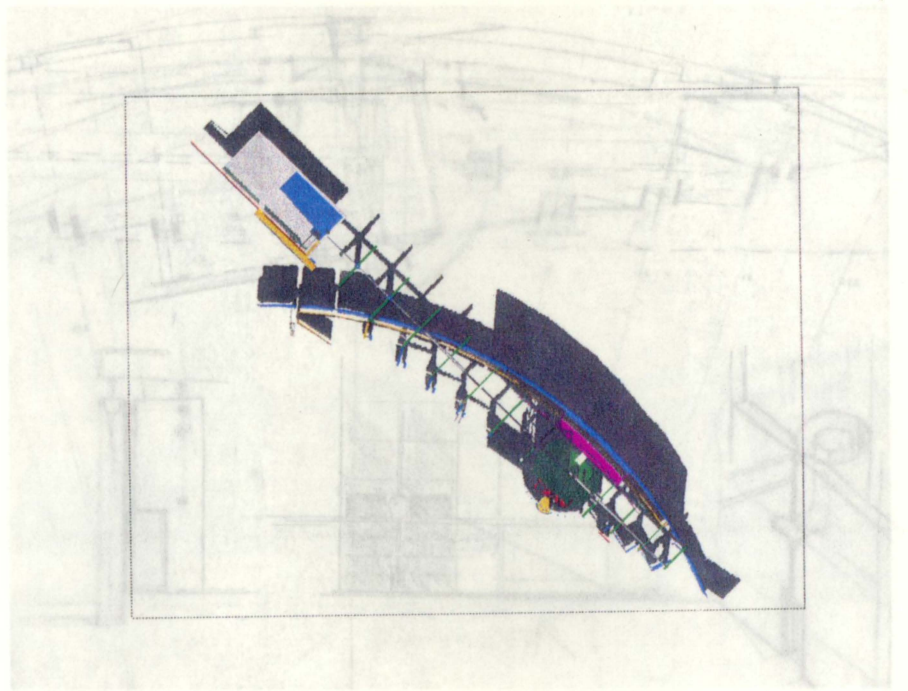


Plans

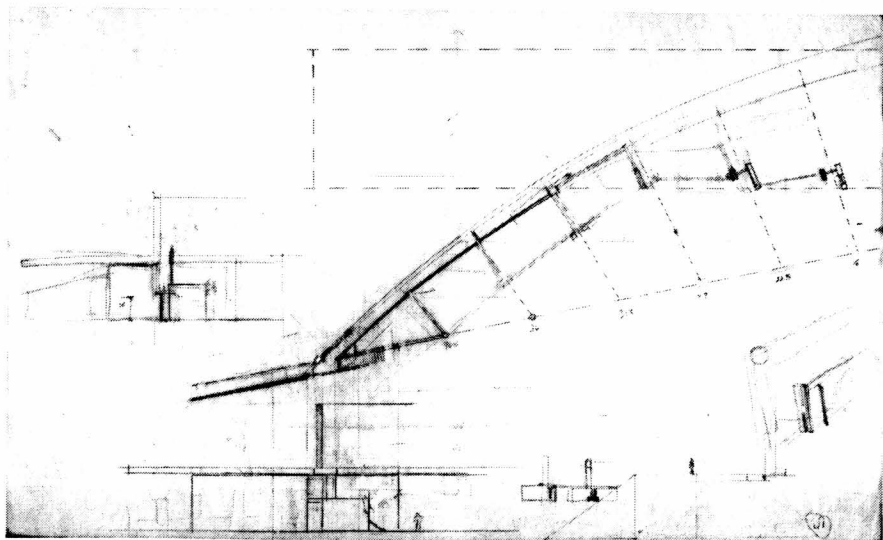
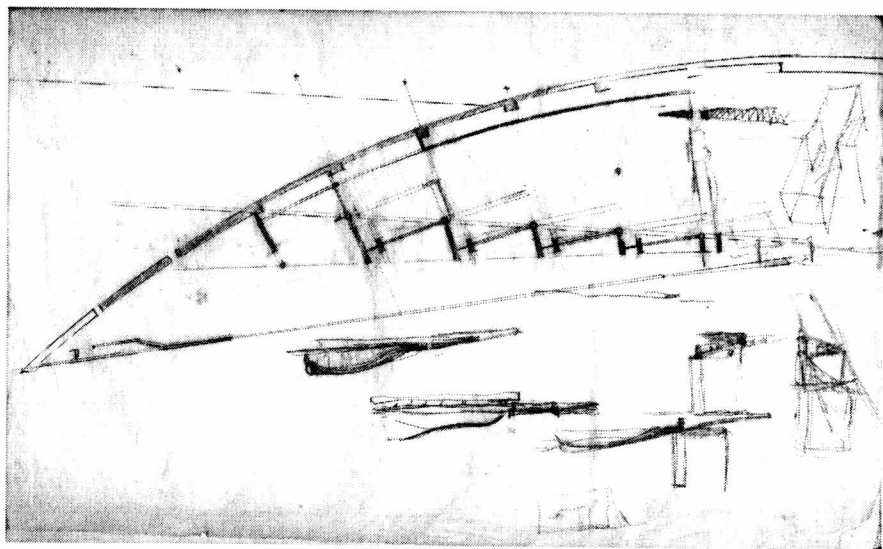
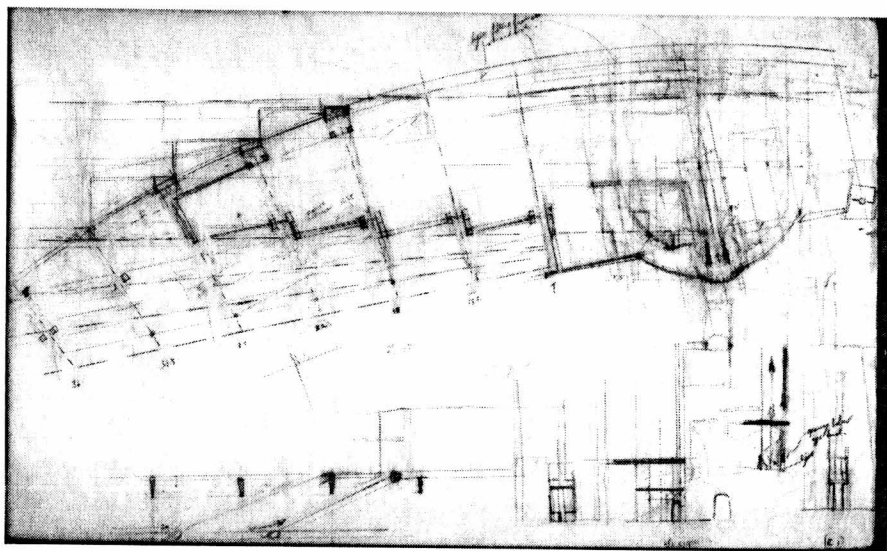
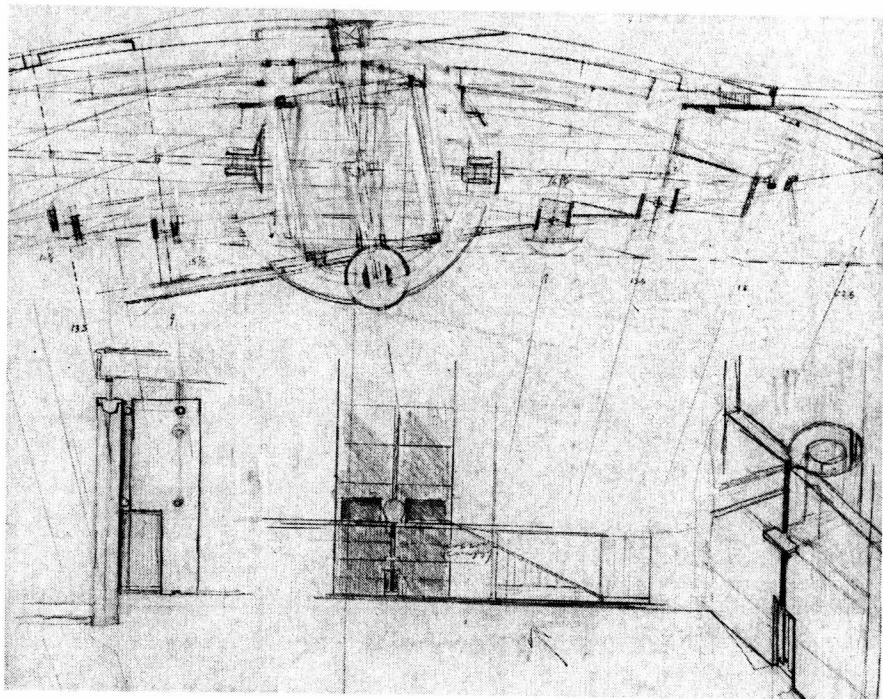
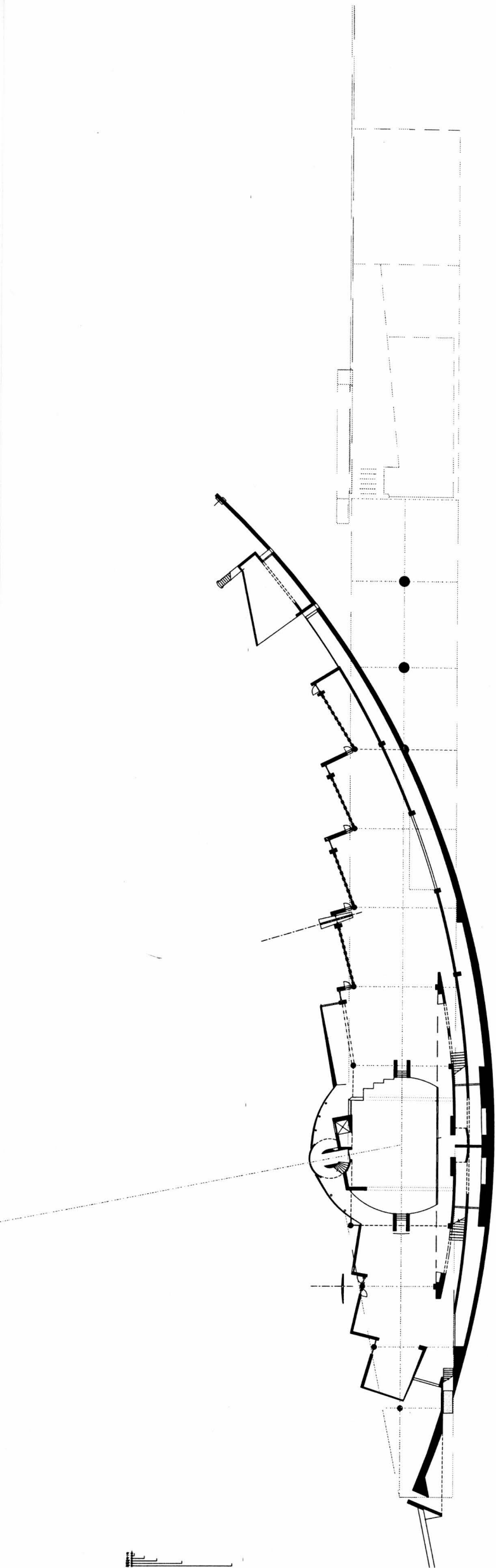


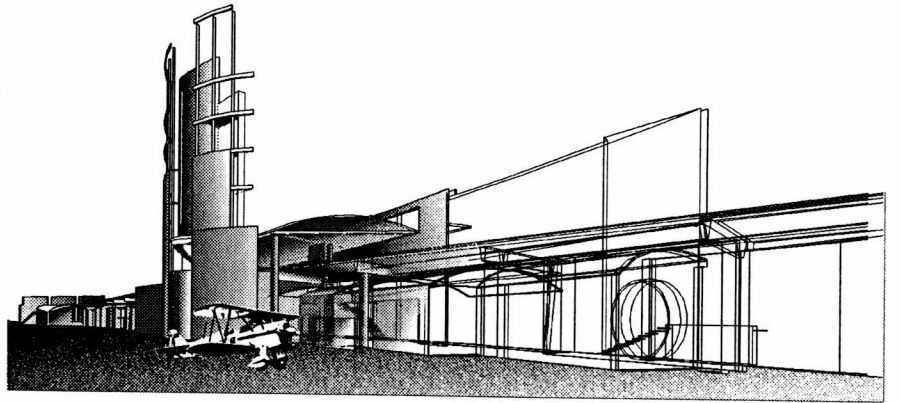




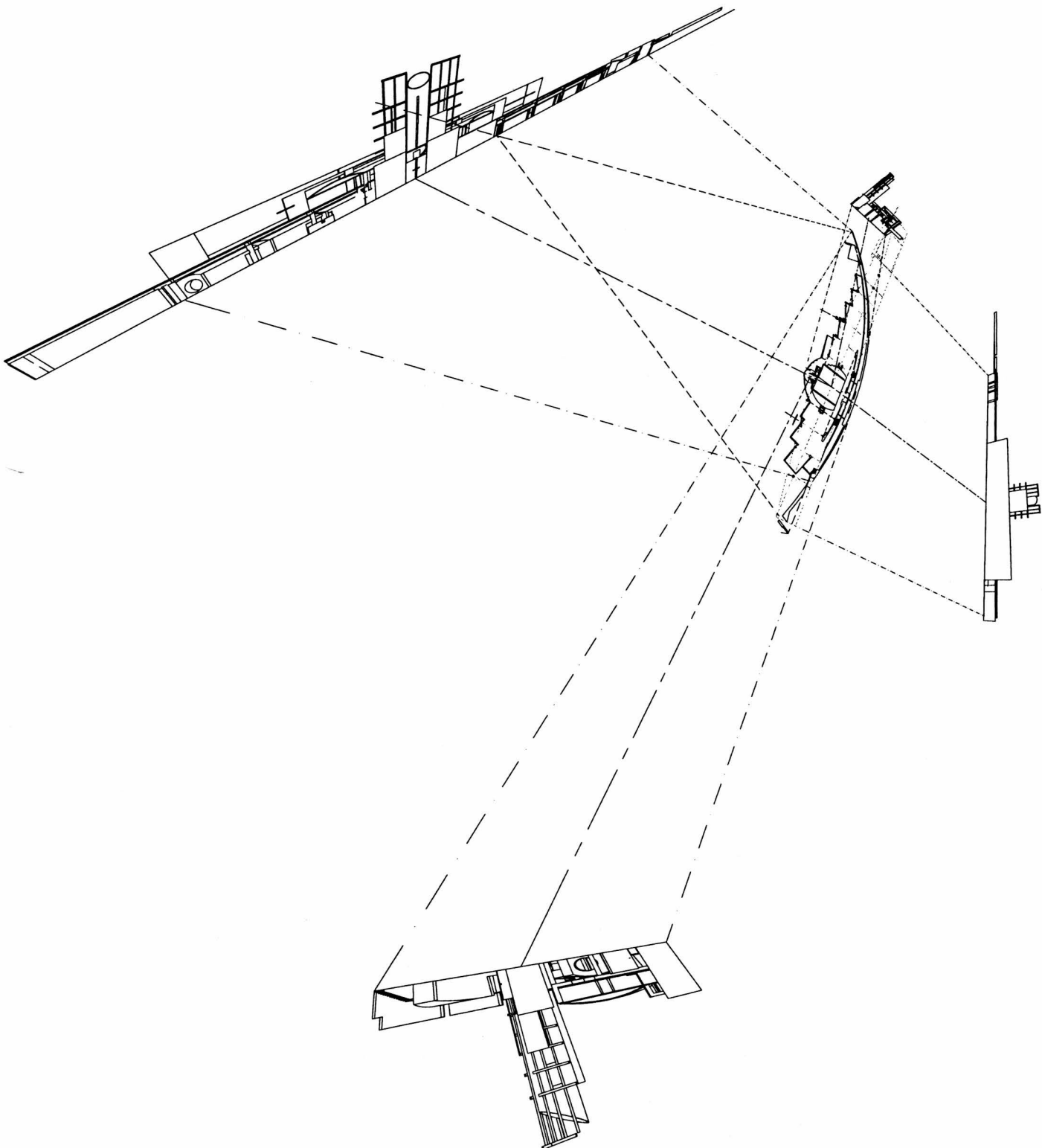


Plan at Runway Level

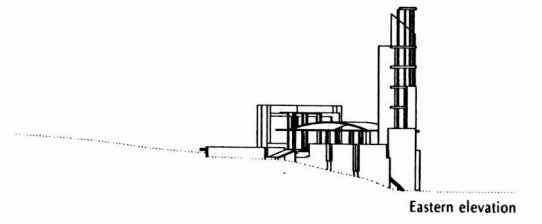




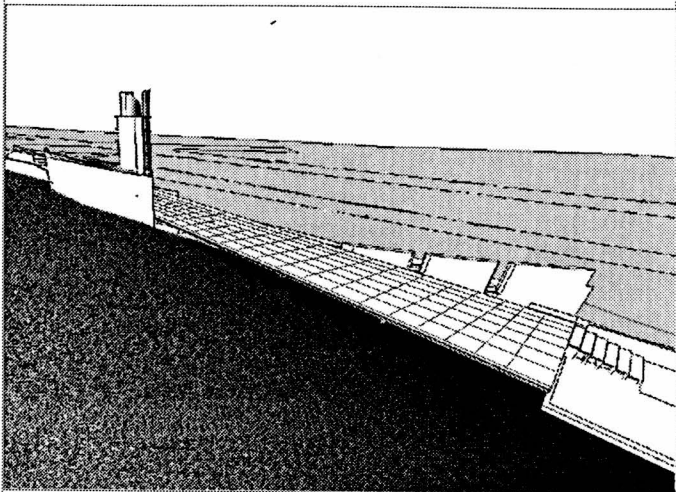
Exterior perspective looking east



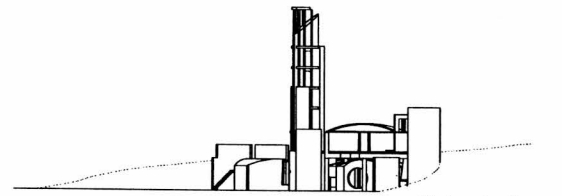
Elevations



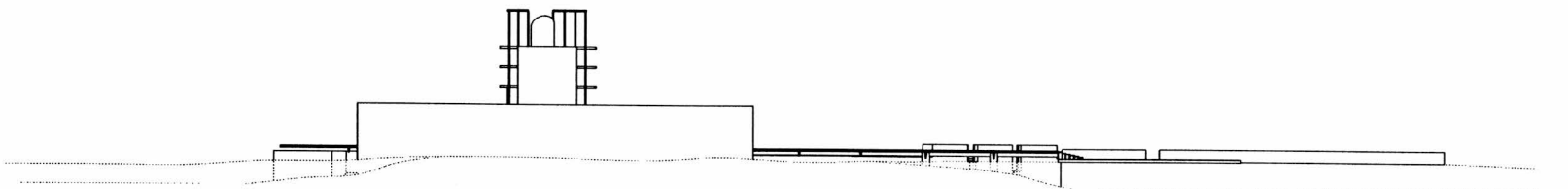
Eastern elevation



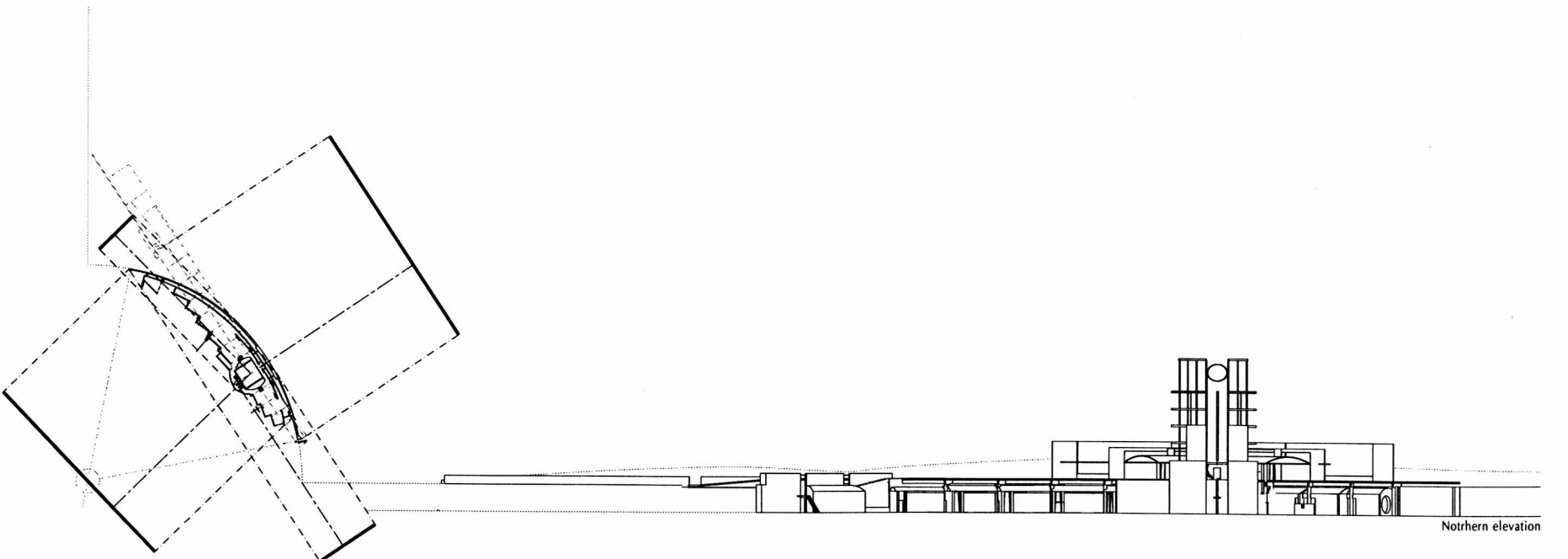
View from southeast



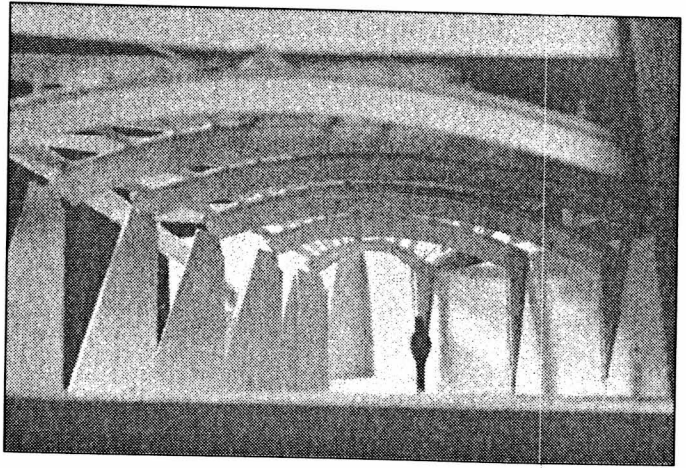
Western elevation



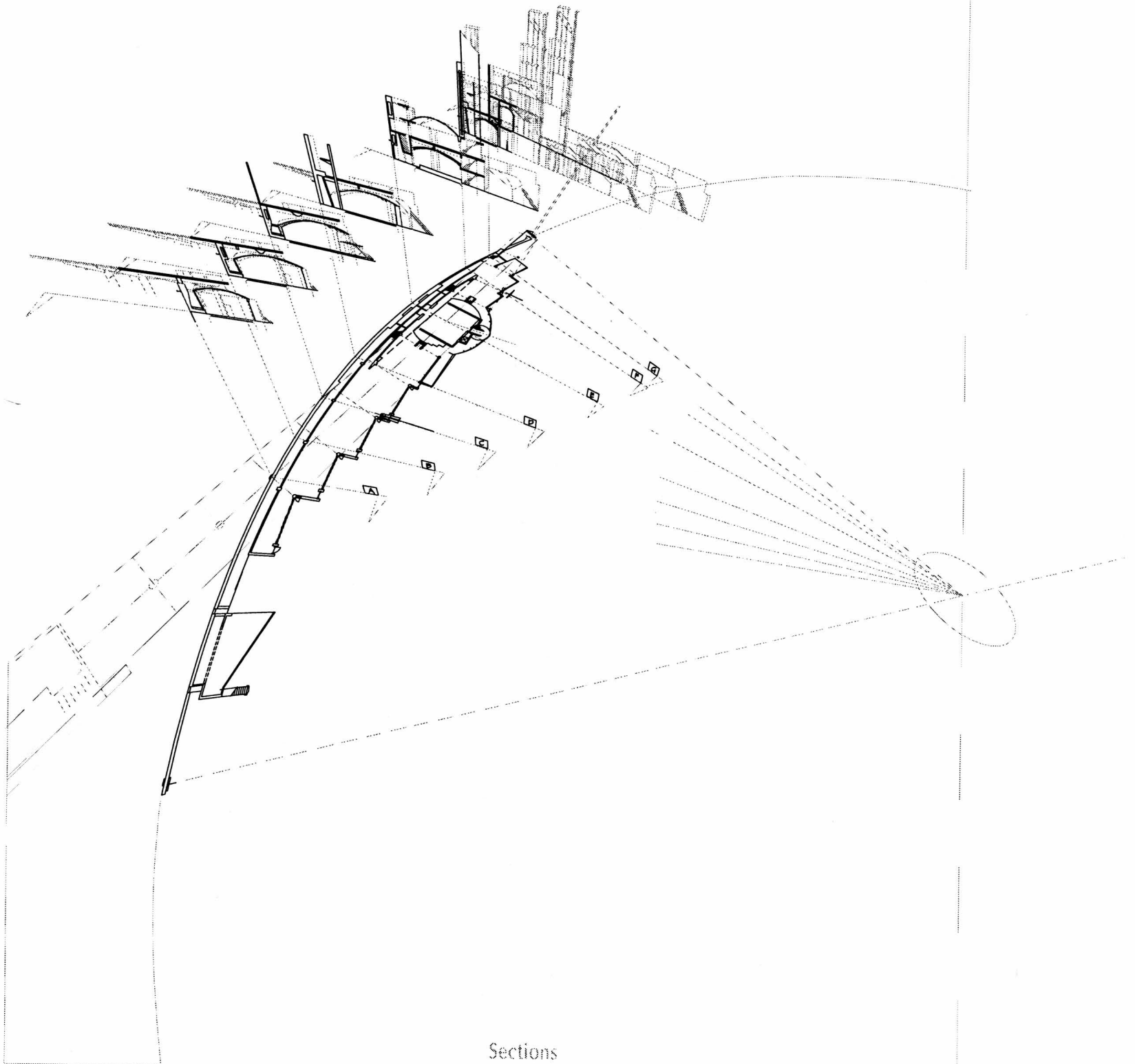
Southern elevation



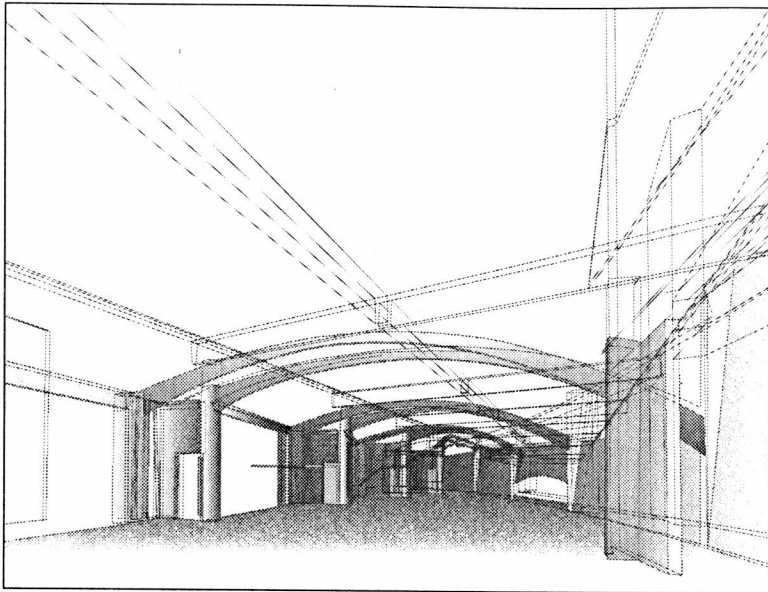
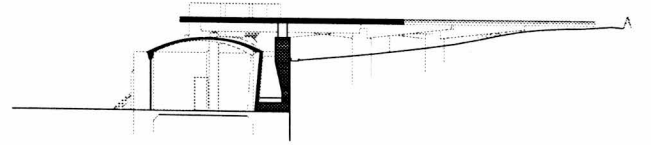
Northern elevation



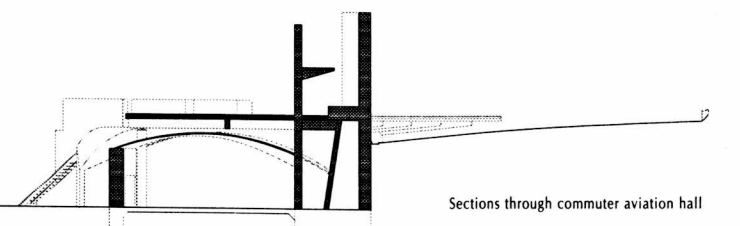
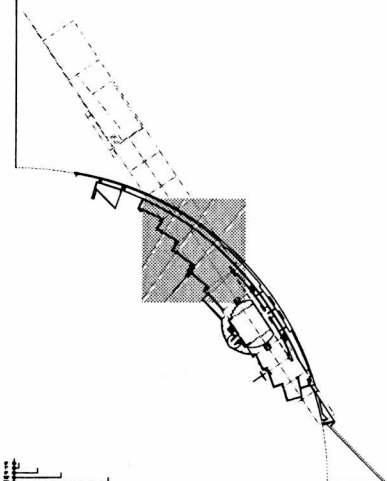
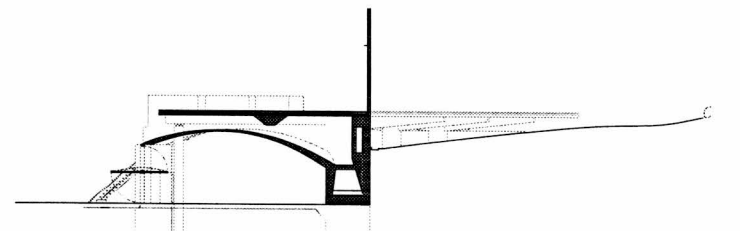
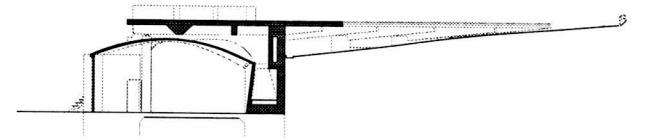
Study model of commuter aviation hall



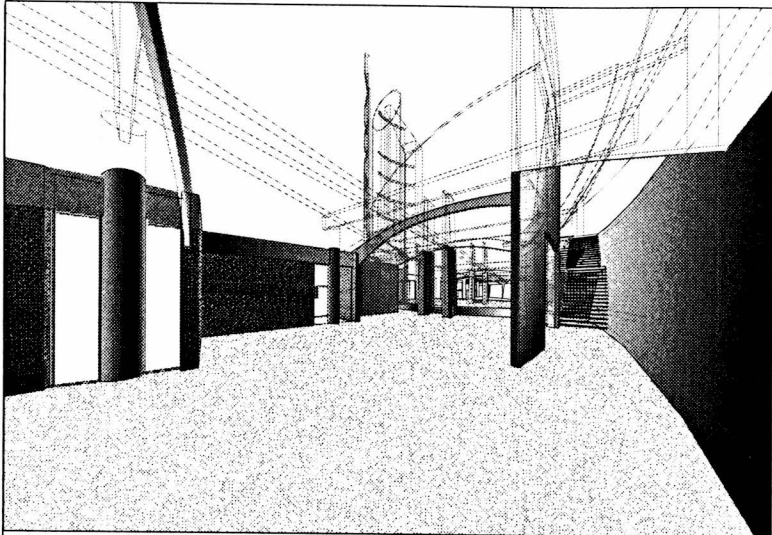
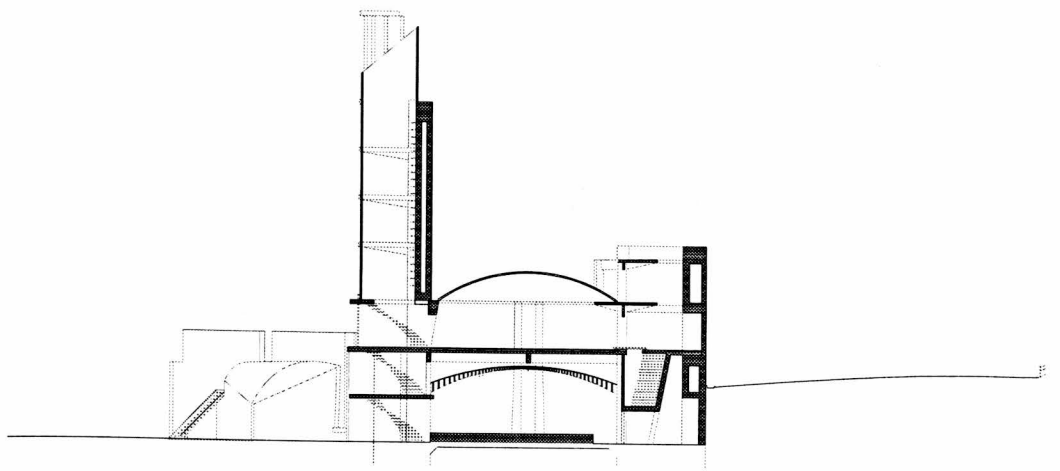
Sections



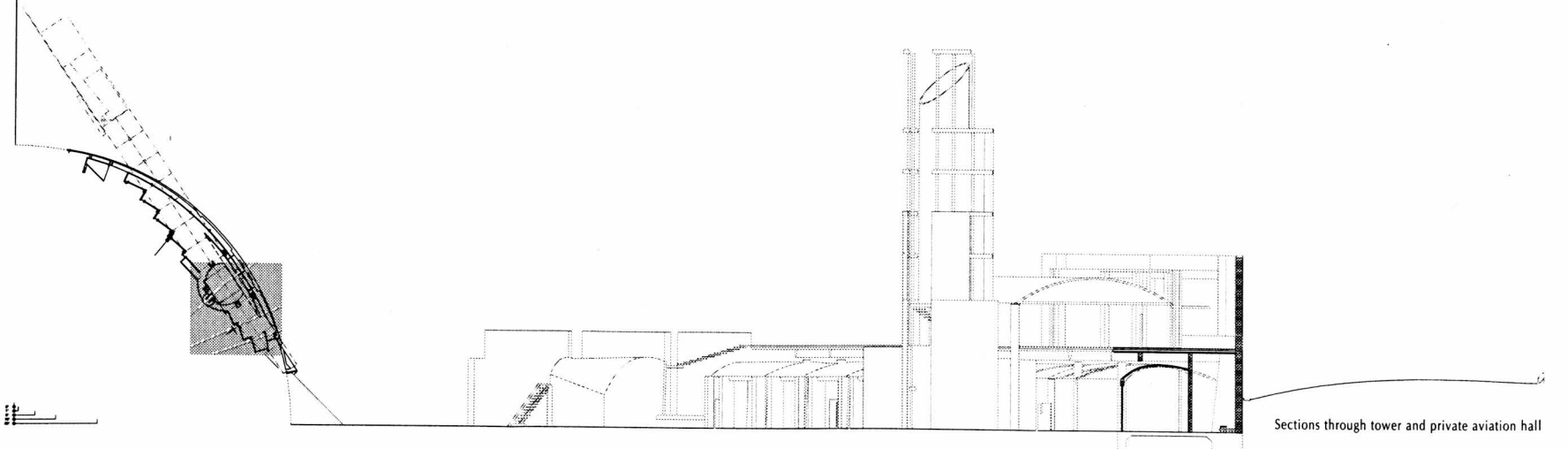
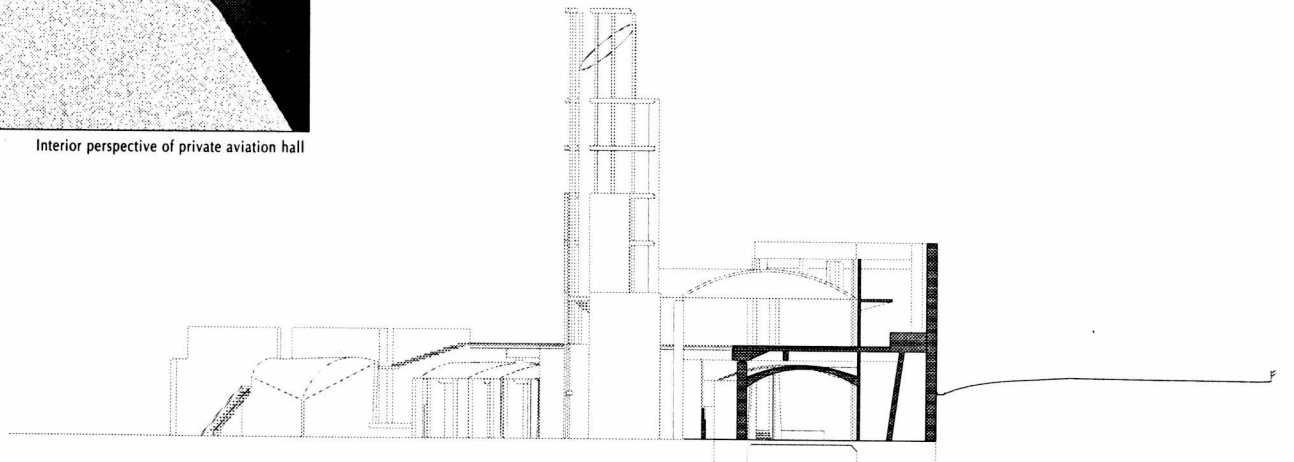
Interior perspective of commuter aviation hall



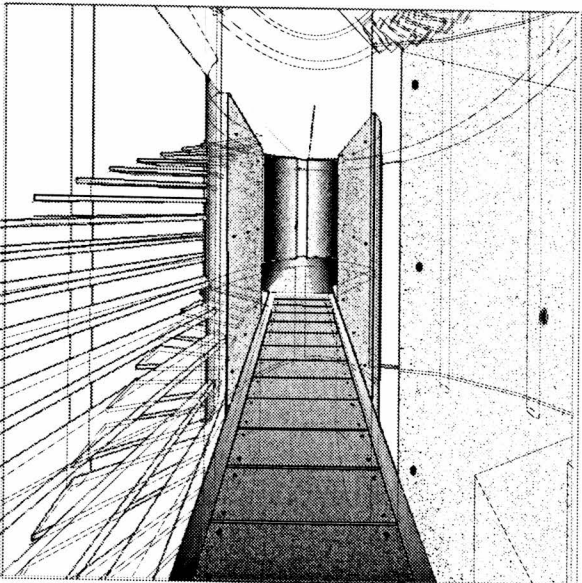
Sections through commuter aviation hall



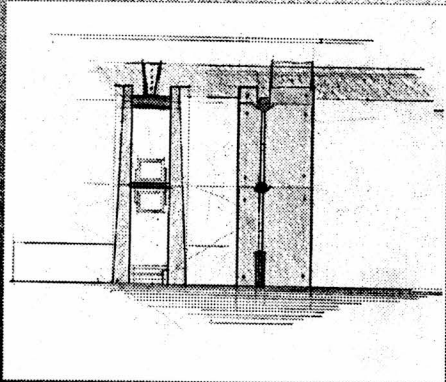
Interior perspective of private aviation hall



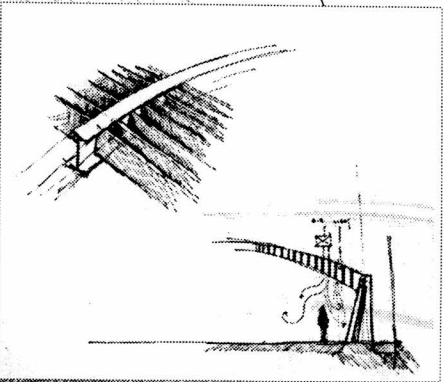
Sections through tower and private aviation hall



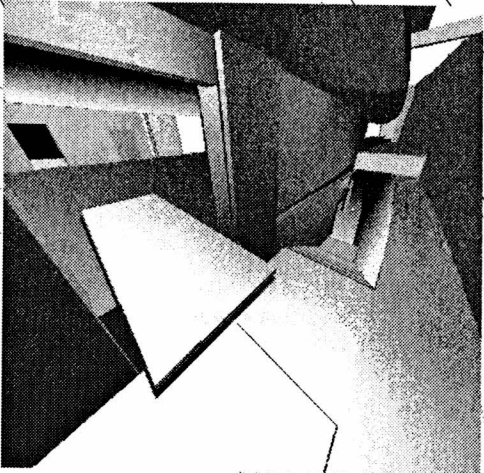
Tower base passage and stair



Center pier



Ceiling louver detail sketch

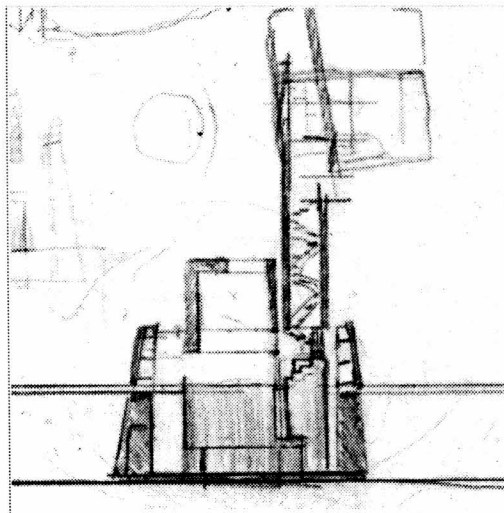


Stair from commuter aviation hall and entrance to deck

always generous with their love and support
lots of love, encouragement, patience and a critical eye.
showing me another side of Architecture
good friendship, challenging "discussions" and lots of coffee
inspiration, good vodka, and provocative discussions
seeing me through this last part
beginning the search with me

My professors:
Frank Weiner, Heiner Schnoedt,
Bill Galloway and Sal Choudhury,
and the other educators
I have had the fortune and privilege to work with

My sincerest gratitude



Acknowledgments

**The vita has been removed from
the scanned document**

