

# DOWNLOAD PDF THE RISE AND FALL OF SCRANTON MUNICIPAL AIRPORT

## Chapter 1 : Ebook The Rise and Fall of Scranton Municipal Airport Free Read - Video Dailymotion

*Note: Citations are based on reference standards. However, formatting rules can vary widely between applications and fields of interest or study. The specific requirements or preferences of your reviewing publisher, classroom teacher, institution or organization should be applied.*

Thought this story was very interesting. Hope others do too. Reprinted with permission from Vol. In the hazy late afternoon of June 22, , a dense fog bank loomed over the Pocono Mountains of northeastern Pennsylvania. The blinding fog forced the pilot of an eastbound plane to make a quick degree turn. Ten miles northwest of Scranton, a small airport was nestled among the hills, but in the increasingly soupy weather, the year old pilot was unable to find it. He circled over the heavily populated valley between Scranton and Wilkes-Barre, looking for another site to land his plane. Finally, among the towering coal breakers, railroad yards and residences, he spotted an expanse of level green sod. In the fading daylight, just before 7 p. From the nearby Lehigh Valley Railroad shops, a group of curious nightshift workers rushed out to have a look. As the lanky pilot climbed out of his single engine monoplane, the railroaders were astounded to recognize Charles A. Lindbergh was escorted to the office of railroad master mechanic D. Davis, where he was invited to spend the night at the nearby Coxtan YMCA, a modest establishment with a restaurant that catered primarily to the railroad crews. She now understood why the restaurant and the nearby Coxtan yards were suddenly overflowing with people. With dinner out of the way, the night was still young. Thus, about 11 p. Escorted by state troopers through the now crushing crowd, Lindbergh boarded a K5 type locomotive, No. In the cab, he was introduced to engineer Maurice Miller, fireman Perry Dickerison and a reporter for the Scranton Times. Some 10 miles later, the engine halted at a crossing to allow the incoming Buffalo Express to pass into the Wilkes-Barre station. Within a few minutes, the once deserted crossing was filled with railroaders, presumably alerted by the Coxtan office, and dozens of local residents. By incredible coincidence, Lindbergh spotted among the milling gawkers someone he knew. He jumped from the cab to greet the mother of B. By the time Lindbergh reboarded the locomotive, it was coupled to the front of the engine hauling the multicar Buffalo Express. With the Lone Eagle now in the lead, the train pulled out of Wilkes-Barre southward to climb the steep upgrade to Mountain Top. Then, uncoupled and again on its own, the No. The engine reentered Coxtan yards around 2 a. Perhaps to avoid another crowd scene, he took off at 5: Two hours later, with his visit already becoming local legend, the drone of the Wright radial engine was heard approaching from the east. The little monoplane glided out of the misty morning and landed once again at Coxtan yards. The persistent fog over the Poconos had forced Lindbergh to repeat his precautionary landing in the valley. With this second chance to meet Lindbergh, local hospitality went into high gear. Railroad dignitaries arranged a luncheon in nearby Pittston, and the mayors of Pittston and Wilkes- Barre and Judge Benjamin Jones cleared their agendas to attend. Railroad officials from Bethlehem raced the 50 miles to the Pittston restaurant. By the time Lindbergh returned to his impromptu airfield, the crowd numbered well into the thousands. Halistead lives in Sanibel Island, Fla.

# DOWNLOAD PDF THE RISE AND FALL OF SCRANTON MUNICIPAL AIRPORT

## Chapter 2 : Charles Lindbergh's Landing In The RR Yard

*Enter your mobile number or email address below and we'll send you a link to download the free Kindle App. Then you can start reading Kindle books on your smartphone, tablet, or computer - no Kindle device required.*

It welcomed its first passengers for the first time on October 17, During its infancy, its official name was Denver Municipal Airport. The airport was renamed after Benjamin Stapleton, the mayor of Denver from 1901 to 1911. This man had different visions when it came to air traffic. His idea was to strengthen and combine the air industry that was now on its upward trajectory. The airport, photo was taken in alternative view. This place is located 7. The airport, a photo was taken in Understandably, the air industry was still pretty young and people were slowly getting comfortable with the idea of air transportation. The lack of travelers forced these young air companies to be primarily busy with transportation of the mail. Almost two years deep into this business, the Stapleton International Airport was executing its business plan as projected. The ghostly remains of Stapleton International. The increasingly busy terminal attracted more new companies to rent an office space at this airport. Just as any big airport, so Stapleton International had its fair share of privately owned airstrips. But given its size, the airport was still performing under its full capacity. The residents of Denver were reluctant to use it on an everyday basis. One of Stapleton hangars. Also new lights were installed on the airstrips to guide the planes at night. The perfectly empty airport. It was during this period that the authorities made a suggestion that Denver deserves to be connected by means of air transportation to major cities such as Washington, D. Now the initial acres of land, got expanded and become acres. The 30 flights per day became Employee numbers also increased, from less than 50 initially up to 1, Stapleton International Airport now also had two flying schools in its arsenal of activities. The airport in By , the airport was servicing over 1 million passengers per year, an average of 2, passengers per day. More travelers required more space, and so the airport got a few more extensions during the s, including a new control tower. Stapleton International control tower. With time it got decommissioned, and the only thing that remained was the control tower and some ghostly shadows witnessing the rise and fall of Stapleton International Airport.

## Chapter 3 : The Rise and Fall of Scranton Municipal Airport | Open Library

*Public Private login. e.g. test cricket, Perth (WA), "Parkes, Henry" Separate different tags with a comma. To include a comma in your tag, surround the tag with double quotes.*

## Chapter 4 : The Rise and Fall of Scranton Municipal Airport (January edition) | Open Library

*Open Library is an initiative of the Internet Archive, a (c)(3) non-profit, building a digital library of Internet sites and other cultural artifacts in digital form.*

## Chapter 5 : Northern Books | eBay Stores

*The Rise and Fall of Scranton Municipal Airport by William F Hallstead starting at \$ The Rise and Fall of Scranton Municipal Airport has 1 available editions to buy at Alibris Weekend Sale | Take 10% Off.*

## Chapter 6 : The Rise and Fall of Scranton Municipal Airport : William F Hallstead :

*part 04 of 06 - Jewish Rebellion - Critical moment 3/6 Ancient Rome The Rise and Fall of an Empire.*

## Chapter 7 : Results for William-F-Hallstead | Book Depository

# DOWNLOAD PDF THE RISE AND FALL OF SCRANTON MUNICIPAL AIRPORT

*The Rise and Fall of Scranton Municipal Airport by William F Hallstead , , available at Book Depository with free delivery worldwide.*

## Chapter 8 : a half century in scranton | Download eBook pdf, epub, tuebl, mobi

*The Rise and Fall of Scranton Municipal Airport: blog.quintoapp.com: William F. Hallstead: Libri in altre lingue Learn and talk about Pithole, Pennsylvania, all focused on Pithole, Pennsylvania, and makes it easy to learn, explore, and ^ a b c "Pithole's Rise and.*

## Chapter 9 : Stapleton International Airport - The rapid rise and the inevitable fall - Abandoned Spaces

*The Rise And Fall Of Scranton Municipal Airport Salesforce Service Cloud For Dummies Eukee The Jumpy Jumpy Elephant Musing And Amusing Poems For Kids.*