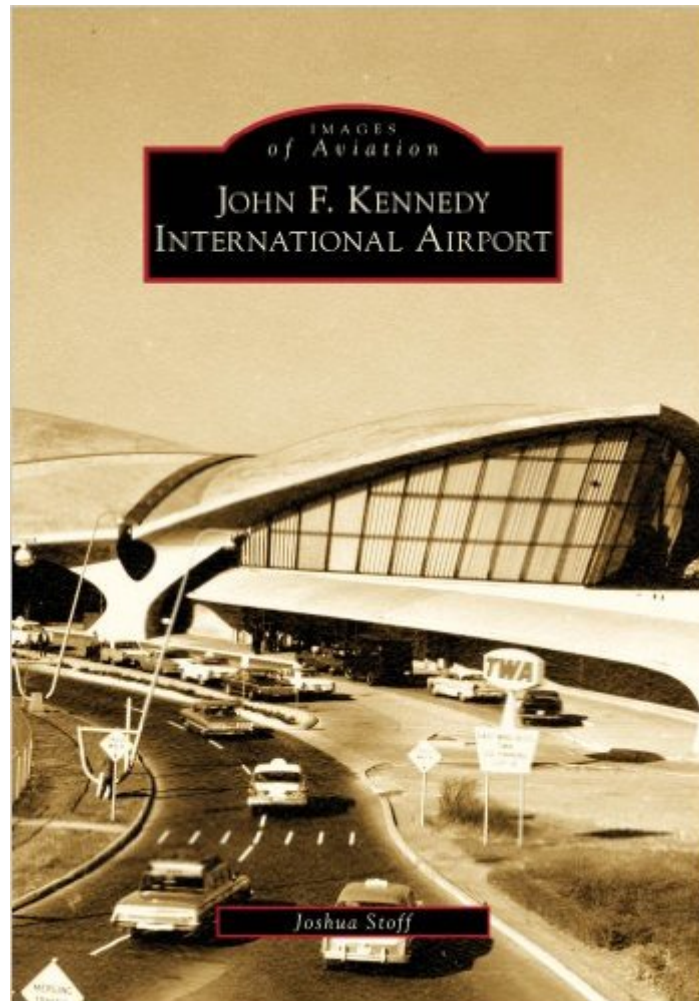


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# John F. Kennedy International Airport (Images Of Aviation)



## Synopsis

John F. Kennedy International Airport opened in 1948, after the realization set in that the newly built LaGuardia Airport was unable to handle the volume of air traffic for New York City. Pushed through by New York's Mayor Fiorello LaGuardia, the airport was to be located 14 miles from Manhattan, in Jamaica Bay, Queens, on the site of the old Idlewild Golf Course. For its first years, Idlewild Airport, as it was originally known, consisted of a low-budget temporary terminal and a series of Quonset huts. A major new building program began in the mid-1950s, and the airport rapidly changed from a ramshackle series of buildings into a glamorous-looking city. Renamed John F. Kennedy International Airport in 1963, it has now grown to cover 5,000 acres.

## Book Information

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## Customer Reviews

At the beginning of the Jet Age of commercial aircraft travel in the last years of the 1950's, the then Idlewild airport in New York City was poised as the ideal departure airport for the multitudes of new air passengers making their way to many European destinations. A six to eight hour flight to many of the European capitals was an easy trek. And of course it also served the millions of residents of the New York City area and its immediate environs. Renamed JFK sometime after the death of President Kennedy in November 1963 its growth as an international departure point had ballooned. In the Summer of 1968 my Mother, my Aunt and I made our way through JFK for our emotional trip to the "Old Country", Norway, to meet our Norwegian family from whom our parents and

grandparents had said good bye in the late 1800's. We were the first of our immediate family to do so. We had flown from Dallas nonstop on American Airlines and were to continue on to Oslo nonstop on a Pan American flight that continued on to Helsinki. We experienced the new Pan American Worldport and our Pan Am B707-321 that day was N717PA Clipper Fleetwing, I have a picture of that aircraft. The July of 1968 departure delays at JFK had made national news and were shown in a color picture on a cover page of Life Magazine that month. We experienced a more than one hour taxi and holding time that evening before take off and I can still remember the smell of the kerosene as there must have been twenty or more aircraft in line waiting for take off clearance and the aircraft air conditioning systems could not avoid sucking in some of those fumes.

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