

THE ONLY WAY IS UP

This is just the beginning: BREAD & BUTTER lands at Tempelhof

Situated in historical buildings, which were often meant for completely different purposes, the *tradeshow for selected brands* feels notably well. The new event location is a true architectural stroke of genius. The former airport as hardly any other example of architecture has not only witnessed the ever changing history of the city but at times actively helped to shape it, and may even be appointed as a world heritage site in the near future – however, all in good time.



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Berlin Tempelhof airport (2008)

Primarily the BREAD & BUTTER occupied the “Eckige Rundbau” literally translated as square rotunda, an industrial benchmark in Cologne, followed by the Siemens Kabelwerk, a cable plant in Berlin, and finally the halls built for the Expo of 1929 – the Fira Barcelona. The trade show has never been satisfied with faceless venues. Making character-laden buildings exemplary has always appealed to Karl-Heinz Müller and his team. And the latest venture is not easily beaten: The entire complex of Berlin’s Tempelhof airport reverentially highlighted by star architect Lord Norman Foster as the “mother of all airports” is still the third largest building in the world. Since 1995 it has been declared

“MOTHER OF ALL AIRPORTS”
LORD NORMAN FOSTER

as a listed monument in its entirety, a preserved document of aviation, architecture and structural engineering of the 20th century. When the air traffic was suspended, above all the airport left behind an urban gap of about four million square meters in the heart of Berlin, wanting to be revitalised – looking back on a considerable history.

Until the end of the 19th century not very much happened on the Tempelhof field. If its fields were not used by Prussian soldiers as a parade ground the Berliners sought relaxation, picnics or exercise on the expansive area. But then humanity suddenly took it upon itself to conquer the space of the air. The megacity attracted several gamblers, so



Parade on the Tempelhof Field (1890)



Air show of Orville Wright (1909)



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Luffhansa airplane Fokker Grulich (1926)



Entrance area (1930)

that in Tempelhof hot air balloons, air ships and aeroplane-like constructions that fought against gravity were also soon to be seen. However, often with little success: many crashed and the hydrogen balloons exploded.

In 1909 the first mighty deeds are announced: In August Ferdinand Graf von Zeppelin shows up with his cigar-shaped air ship, hundreds of thousands are magnetised and watch his manoeuvres. One month later the Brothers Wright set a new world altitude record (172 meters) during their air show in Tempelhof, and a passenger flight of a good one a half hours is even worth a mention in the New York Times. By 1922 it is apparent that fly-

THE BROTHERS WRIGHT SET THE HIGHEST WORLD RECORD IN 1909

ing is the next big thing. A few wooden halls are erected on the grassland and the "air traffic station" with its first line connections to Königsberg and Munich is ready for takeoff. Yet there is no stopping the boom, way is made for the

temporary barracks in the form of massive buildings, which are already bursting at the seams shortly after their completion, perhaps also because the capital's inhabit-

ants are able to ride the underground directly to the airport – a novelty.

No wonder then that Tempelhof is the most frequented European airport at the beginning of the 30's. High time to think in larger dimensions.



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Ready for take-off: a Junkers "Ju52" (1934)

From 1935 the architect Ernst Sagebiel takes over the planning. Under his control the largest building in the world at that time emerges: the almost 40 meter long runway, the roof of which is to act as a tribune; adjoining onto it are to be seven hangars and administration buildings, all within the confines of a 1,200 meter long neo-classicist ensemble, which was to underline the great power demands of the governing Nazi Party at the time. The main focus of the design is a complex of buildings with a dispatch- and check-in hall, behind which is the "Platz der Luftbrücke" of today. On the other side the c-shaped lair coined by the Berlin slang as "clothes hanger" nestles itself on the oval air-

field. Its ellipse shape makes it possible for the aircrafts, which are still small at this point, to launch against the wind. The consistent division of the levels for visitors, passengers and cargo ensure short travel distances. Features such as a railway tunnel that leads right down underneath the dispatch lounge stand for functional modern architecture.

TEMPELHOF IS THE MOST FREQUENTED EUROPEAN AIRPORT AT THE BEGINNING OF THE 30'S

Sagebiel's visionary blueprint is designed to hold up to 6 Million passengers per year so that the facilities will only hit their capacity limits decades later. The first ground is broken in May of 1936, 18 months later the roofing ceremony is held. Initially the building work continues into the Second World War, however, from



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Berlin Airlift: US trucks in front of hangar 5 (1948)

1943 the operations are discontinued – the new airport is left incomplete but manages to overcome the troubles of the war without any major damages.

After 1945 the US make Tempelhof the base of their air force – the “Tempelhof Air Base”. The ballroom is turned into an indoor basketball court. Only a short time after, disputes between the two governing forces result in the airport being made to play an important role once again. In West Berlin the West-D-Mark is introduced. This clashes with the Soviet Union’s interests, who as a result blocks off all access routes to Berlin on 24 June 1948. But the 2.2 million strong population need food, heating and to

live and a mere two days later a relief operation led by the Americans, British and French is up and running: the Berlin airlift, “Berliner Luftbrücke”. From the West, food, coal and building materials are flown in – a good two thirds of which reach Berlin via Tempelhof. On some days the aircrafts are going in and out of the airport every 30 seconds. This proves a strenuous operation, but still US pilot Gail

Halvorsen finds the time to present the children of the city with a gift. During a landing he drops sweets over Berlin. Other planes follow suit and more than 20 tons of candy and raisins rain down on Berlin from the “raisin or candy bombers” during the almost year-long airlift.

AFTER 1945 THE US MAKE TEMPELHOF THE BASE OF THEIR AIR FORCE



Berlin Blockade: boys waving to US transport plane

© picture-alliance/AKG

On the 12th of May 1949 – exactly 60 years ago – the Soviets lift the blockade. The “Berliner Luftbrücke” is the cornerstone for a new, free Germany and Europe. In the following years the American hosts release more and more areas for civil use. By 1962 Sagebiel’s dispatch lounge is fully functioning. Unforgettable is that during the golden 60’s many stars and politicians fly in, from the Rolling Stones to US president Richard Nixon.

However, as more than 5.5 million guests pass through the gates of Tempelhof in 1971 alone, the facilities are no longer able to cope with the demands. Large jets are not able to land on the short runways and the inner city location makes an expansion impossible. The aircrafts are almost grazing the roofs of Neukölln as it is. So it comes as no surprise

when all civilian air traffic is detoured to Tegel by 1975. Calmness is restored to Tempelhof.

Another event of historical importance temporarily breathes new life into the premature pensioner. As Tegel cannot cope with the onslaught after the fall of the wall, the regional traffic is reverted back to Tempelhof, but in the

mid 90’s the ultimate end emerges. The politicians think about one large airport Berlin-Brandenburg and agree on the closing of the two city airports.

Parts of the population rise in protest, however at the end of April 2008 a public referendum for the preservation of Tempelhof as a passenger airport meets upon little interest. Whether a request presented to the UNESCO in 2007 for the appointment of Tempelhof as a world preservation site will be

WITH THE BERLIN AIRLIFT, “BERLINER LUFTBRÜCKE”, FOOD, COAL AND BUILDING MATERIALS ARE FLOWN IN



© Ugur Orhanoglu

BREAD & BUTTER "THE FUTURE" Event (January 2009)

more successful remains to be seen. The petitioners see in Tempelhof an important symbol of German history: from the technical zeal of the 1920's through the period of the airlift as a basis for a free Germany and Europe to the peaceful overcoming of the Cold War and the German Reunification.

On 31 October 2008 the last aeroplanes take off from Tempelhof. Henceforth the almost defunct buildings are occupied by long-term tenants such as the Berlin police, the Dekra or the traffic control centre. The "mother of all airports" falls into a sleeping beauty-like sleep, although the striking buildings have by now achieved the status of a pop icon, served as a movie backdrop for films such as Billy Wilder's "A Foreign Affair" or Bryan

Singer's "Valkyrie".

Now BREAD & BUTTER kisses the old beauty back to life and so Tempelhof takes off into a new era. The disused hangars and administration rooms long to be filled with new content – and who could do this better than the creative industry. Over the next months the Berlin

Festival, the Berlin Vital tradeshow, the Freestyle Festival, the Pyromusikale or even a horseriding competition will set the pace. And this is only the beginning.

NOW BREAD & BUTTER KISSES THE OLD BEAUTY BACK TO LIFE

WELCOME TO THE FUTURE!

by Michael Sohn



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"Raisin or candy bomber" Douglas DC-3 (Berlin Airlift 1948–49)

FACTS & FIGURES

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| <p>1351 First documented mention of the Tempelhof Field</p> <p>1722 First parade of the Berliner Garnison before the Prussian King Friedrich Wilhelm I.</p> <p>1885 Air shippers alight</p> <p>1909 Count Zeppelin cuts across Tempelhof. The Brothers Wright attempt to break a record</p> <p>1923 Junkers and German Aero Lloyd inaugurate the air traffic</p> <p>1924 Foundation of the Berlin Airport Society – "Berliner Flughafengesellschaft". Extension of the airport from designs by Kosina & Mahlberg</p> <p>1926 DAL and Junkers fuse together to form Deutsche Luft Hansa AG. Tempelhof becomes the centre of the crane – "Zentrale der Kraniche". New dispatch lounge by Engler & Engler</p> <p>1928 The Atlantic high-flyers Köhl, Fitzmaurice and von Hünefeld revel in their own success</p> <p>1931 LZ 127 "Count Zeppelin" lands for the first time in Tempelhof</p> <p>1934 Ernst Sagebiel begins the new development of the airport</p> | <p>1936 The start of construction after Sagebiel's plans. Olympic Summer Games in Berlin</p> <p>1937 Roofing ceremony of the new dispatch lounges.</p> <p>1945 The Sovjets occupy the airport, assigning it to the USA after a few weeks</p> <p>1948 (until 1949) Airlift during the Berlin Blockade</p> <p>1949 The roundabout in front of the main entrance becomes the "Platz der Luftbrücke"</p> <p>1950 Reopening of civilian air traffic</p> <p>1951 Inauguration of the airlift monument</p> <p>1962 Completion of Sagebiel's dispatch lounge</p> <p>1968 Relocation of the charter flight traffic to Tegel</p> <p>1975 The airline flights move to Tegel</p> <p>1984 Launch of the new radar tower</p> <p>1985 Reactivation through business travel air traffic</p> <p>1990 German Reunification. Handing over of the sovereignty of air traffic to the German authorities</p> <p>1993 The US Air Force bids farewell, leaving Tempelhof with the Berlin Airport Association</p> <p>2008 Air traffic is finally discontinued</p> <p>2009 BREAD & BUTTER: ready for take-off!</p> |
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