

ETERNAL LIES

ADDENDUM – AIRPORTS

When I originally ran [Eternal Lies](#), I semi-coincidentally included a couple of local airports. This was primarily because (a) I wanted to make the opening scene really specific and filled with lots of historical details in order to immediately begin immersing the players into the time period and (b) while searching for visual references of DC-3 planes for the *Silver Sable* I stumbled across this amazing photo:



In any case, roughly two-thirds of the way through running the campaign, I realized that getting *very specific* with each airport they arrived at was a very effective technique this type of campaign. Compared to using a sort of “generic airport”:

- It made the arrival at each location memorable and distinct, creating a clear starting point for each regional scenario.
- It immediately established the transition in environment and culture.
- It transforms arrival and — perhaps even more importantly — departure into a scene which has been much more specifically framed. This seemed to encourage meaningful action (by both the PCs and the NPCs) to gravitate towards the airports, which had the satisfying consequence of frequently syncing character arcs and dramatic arcs with actual geography and travel itinerary.

In other words, it’s true what they say. First impressions are really important, and it turns out that in a globe-hopping campaign the airports are your first impressions.

Now that I’m running the campaign again, therefore, one of the things I prioritized was assembling similarly specific research on the other airports in the campaign. (As with other aspects of the

campaign, I find that using historically accurate details seems to be both heighten immersion and create a general sense of satisfaction both for myself and from my players.) As an addendum to the [Alexandrian Remix of Eternal Lies](#), I'm presenting these notes in the hopes that other GMs will find it useful.

One thing I realized in the process of assembling this material is that, even moreso than I had suspected, during the '30s air travel was this incredibly experimental, regionalized, and freeform ideal. Today we associate airports with these massive, institutional, homogenous experiences, but in the '30s every airport had its own unique flavor. This is something that I think a GM of *Eternal Lies* can really lean into, because it will emphasize just how much *bigger* the world was back then compared to day. How much more isolated; how much more strange; and how much more alienating.

Note: New York's airport (Floyd Bennett Field) is fully detailed in *1.1 New York* and is not detailed below.

1.2 – SAVANNAH AIRPORT

HUNTER FIELD

- Southwest of downtown Savannah. 20 minute drive.
- Opened September 20th, 1929 as Savannah Municipal Airport. Named Hunter Field 1932 (after Frank O'Driscoll Hunter, the World War I ace).



1.3 – LOS ANGELES AIRPORT

MINES FIELD

- Opened in 1928 with dirt runway. Hangar No. 1 erected in 1929. Named after William W. Mines, the real estate agent who set up the sale of the property to the Los Angeles City Council.
- West of downtown, near Playa del Rey on the coast.
- Hangar space for 40 planes.
- **Approach:** Buildings have direction and distance of airports painted on their roofs to guide pilots.
 - *Prop: Los Angeles Airport – Mines Field (Approach)*
- **Landing:**
 - *Video – California the Golden (1930)*
 - *Prop: Los Angeles Airport – Mines Field*
- **Driving Into Town:** Through open fields. Clusters of oil derricks



2.1 – BANGKOK AIRPORT

DON MUAENG AIRFIELD

- Opened by the Royal Thai Air Force in 1914. Commercial flights began in 1924 (one of the world's oldest commercial airports).
- It was seized by the Korat, Phetchaburi, and Udon Regiments (from the northeast of the country) during the Boworadet Rebellion in October 1933.
 - The buildings may still show damage from artillery fire when Prince Boworadet's rebel forces were driven out of the area.
- Located north of the Bang Sue district (off the map).



2.2.1 – SEVERN VALLEY AIRPORTS

There is no airfield in Brichester. The easiest travel plans would involve flying into London and then taking the train.

LONDON: CROYDON AIRPORT

- The southern suburbs of London are crawling their way around Croydon Airport, leaving the vast expanse of grass around the runways an emerald island.
- When the PCs arrive, the tarmac is a chaotic scene with Air Mail being delivered to a half dozen planes that are preparing for departure.
- PCs are likely to pass through Croydon multiple times (as it's a hub for Imperial Airways). On at least one occasion, Croydon is blanketed by fog and their flight is redirected to Penshurst Airfield.



LONDON: PENSHURST AIRFIELD

- Located in Kent, Penshurst was primarily a military field. Limited civilian traffic goes out of it now, and it serves as an emergency field for flights that can't land at Croydon.
- It's shut down in late 1936.
- Penshurst does not have a tarmac; it's a grass field (making for a bumpy landing, although no real difficulty in a DC-3).



2.2 – ETHIOPIA AIRPORT

MASSAWA AIRFIELD

- About 30 minutes north of Massawa.
- A single paved runway. A dun-colored terminal that blends in with the brown scrub and patchy earth of the wide, flat plains.
- Run entirely by Italian colonial forces. Chartered flights by Ala Littoria (Italian state-owned airline) available, but regular civilian service not available until 1936.
- October 2nd, 1935: 106th Squadron of the Italian Royal Air Force arrives.
- December 1st, 1935: 111th Squadron.
- December 30th, 1935: XLIV Group with the 6th Squadron.
- Early January 1936: 109th Squadron

2.3 – MALTA AIRPORT



LUQA AIRPORT / MALTA AIRPORT (referred to by both names)

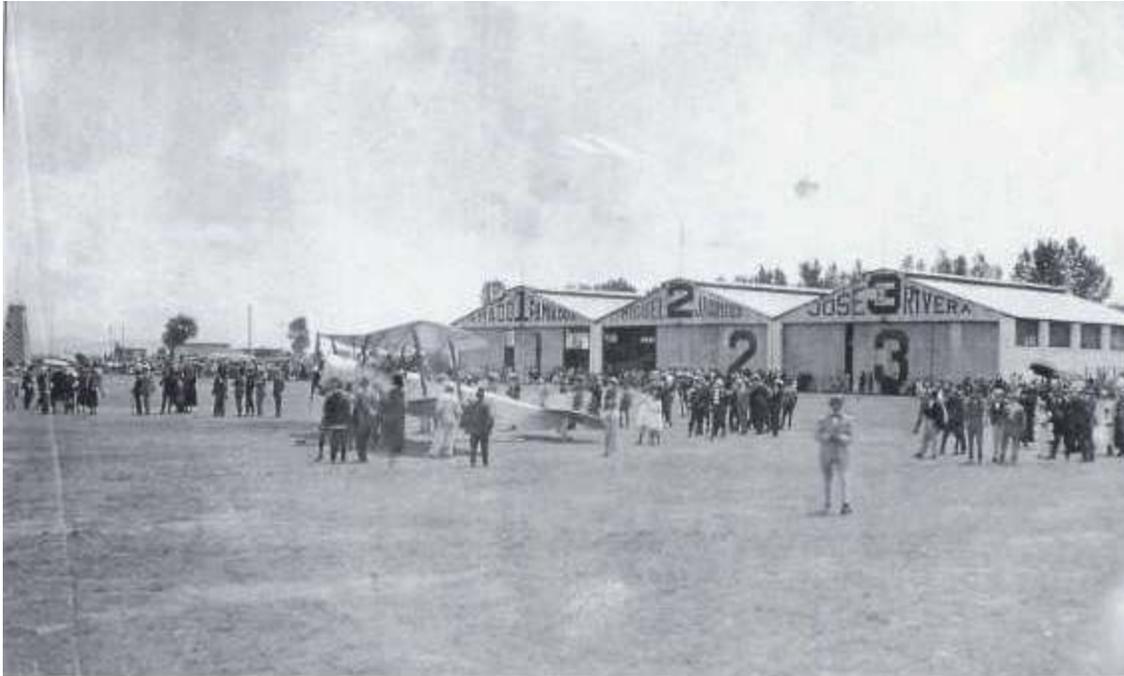
- Located south of Valetta (about 15 miles).
- Freshly paved runways.
- There's not so much a terminal as a couple of
- From the sky above, the odd angles of the off-kilter runways seem to form a star-like or perhaps thorn-like pattern. (*GM Note: Not an elder sign, but a red herring of one.*)



2.4 – MEXICO CITY AIRPORT

LLANOS DE BALBUENA

- Both a civilian and a military airbase / air school.
- Along one side of the field are military hangars, each emblazoned with a large number and the name of a Mexican aerial hero —Jose Rivera (airplane designer), Alberto Braniff (first person to fly a plane in Mexico), etc.
- Most of the civilian flights are operated by Mexicana. It is not an international airport (not until 1943).



Balbuena in 1923

2.5 – YUCATAN AIRPORT

MERIDA AEROPUERTO

- Airport began operating in 1929.
- Two primary runways, angled against each other like a sextant.
- Built directly next to the Mérida-Umán highway.

3.1 – DELHI AIRPORT

There are no airfields in Nepal.

- **Piloting (difficulty 9):** To land a plane on an open stretch of plateau 2-3 days from Mt. Kailash. Taking off again is another Piloting test (difficulty 7).
- *See scenario notes for details on flying into Delhi and then mounting an expedition from there.*

WILLINGDON AIRPORT (Delhi)

- Willingdon is a hub of the Imperial Airways routes through the Orient. Buzzes with Armstrong-Whitworth Ensigns and a number of smaller, regional planes.
- The most notable thing is how the culture of the airport is British: Although a number of Indians work here, the entire public “face” of the airport is the ivory-skinned, bright smiles of British optimism.
- There’s ongoing construction on new hangars near the terminal.

