

from the desk of—

RAYMOND E. BUCK

3/25/48

Dear Annan,

Here are two copies of the material that I worked up for George Thompsons consideration. His on the legalistic side. What we worked out for the City Manager is more factual.

I am going to Washington Sunday or Monday. Will work there all week. We have planned and prepared thoroughly - hope we can win -  
Raymond.

find their proper level. Congress surely will not lend itself to a design that will unbalance the scale of right and justice.

Dallas is historically sensitive to competition. It seeks for itself the finest facilities of all kinds. That is an understandable civic instinct, but it should not drive a city to the unfair course of asking advantage from Congress. Dallas covets a fine airfield and fortunately for it the United States Government spent over \$5,000,000 in the past five years on the development of Love Field. It was a principal base of the Air Transport Command and undoubtedly again will be when necessity arises. Further improvement of Love Field with federal aid is programmed in the very report that recommends aid for the Greater Fort Worth Airport. Dallas has recently filed plans with the C.A.A. for further expenditures in the future of nearly \$20,000,000 on that airport, with a substantial part of it to come from federal aid.

Fort Worth does not and will not ask Congress to deny Dallas federal aid in the development of its airport. But Fort Worth rejects the ridiculous proposition that it will destroy such a fine facility as Love Field simply by building its own airport in another county, seventeen miles from Dallas, with money largely provided by its own citizens, and a small amount of federal funds, which Fort Worth citizens proportionably and ratably contributed in the form of taxes. Can Dallas be heard to say that because it has an adequate airport the one-half million souls from Fort Worth should be required, permanently, to travel forty miles and use Dallas facilities. Will our government help the Dallas airport bountifully and the Fort Worth airport not at all.

Dallas urges the unsound contention that unless Fort Worth chooses a site so remote from Dallas that it could not possibly accommodate an aerial wayfarer from that metropolis, Fort Worth must be denied its rights in regard to federal aid. Dallas wants Fort Worth to build a small airport at a remote point, of the type that it could afford without any federal assistance. They want to condemn Fort Worth to a non-competitive position in the aviation picture, and we confidently predict that, having got Fort Worth's Greater Airport out of the way, Dallas will then confirm the desirability of a "between cities" site by sponsoring a Dallas airport somewhere between the two cities.

C.A.A. established by law for processing complaints. It conjured up the alleged conspiracy between the C.A.A. and the Fort Worth city fathers, to build an airport on a site that might possibly, in the future, serve the convenience of some Dallas citizen, who wanted to ride on a particular airline schedule that might not also be stopped at Love Field. They went over and beyond the C.A.A. to the House of Representatives in an unprecedented procedure and asked that Body to disqualify the C.A.A. in transactions involving the City of Fort Worth, Texas. They asked the Congress to withhold from the City of Fort Worth the legal right extended to all cities, by the Civil Aeronautics Act, of dealing with the C.A.A. In that manner they isolated the City of Fort Worth from the society of American cities and denied to it the benefits of law that were enacted for the equal privilege and application to all. They persuaded the House, upon the basis of two five minute speeches, to immobilize and circumvent the C.A.A. and to lift out of the appropriations bill funds they thought were earmarked for the Greater Fort Worth Airport and to incorporate in the appropriations bill, an unconstitutional and unconscionable provision that none of the federal aid provided in the bill, for the National Airport Program, could be expended on the site of the Fort Worth airport.

Fort Worth is not ready to believe that the action taken by the House was intended to accomplish an unreasonable and inequitable discrimination against its fair name and its rights. The House action was taken hastily, without the complete record, and undoubtedly the economy feature was emphasized. But experience, history and reason repudiate any action that requires Fort Worth citizens to pay their full share of taxes, which are distributed to all other cities in federal airport aid and withheld from Fort Worth. Congress must be just to Fort Worth before being generous to Dallas and other cities which are receiving allocations of federal aid for airports.

The Dallas appeal to Congress is premature, and it is not in due process of law. C.A.A. must specifically submit to Congress the proposed federal aid on Class 4 or better airports, sixty days prior to the beginning of the fiscal year, in which such aid is to be expended and in due order hearings are granted to all those who object to such expenditures. Such a hearing has been scheduled by the Administrator for Dallas' opposition to the Fort Worth airport. Certainly Congress does not intend to substitute its legislative functions for the administrative functions of the C.A.A., and having done that to prejudge the case and sweep aside all the experience and discretion of the entire C.A.A. staff, from top to bottom, and include in the 1948 appropriations bill an unjust provision that no money appropriated by Congress for the fiscal year of 1948 can be used on the Fort Worth airport, regardless of anything to the contrary, notwithstanding. Where processes of law take their courses, the jealousies, ambitions and designs of municipalities and men will

at Fort Worth and others at Dallas, could possibly be continued, but if it is the end result will be that Fort Worth schedules at Greater Fort Worth Airport will be more accessible and convenient to Dallas users than such schedules have been at Meacham Field.

This is a Fort Worth project to serve Fort Worth and travelers who choose to do business with Fort Worth, from its air terminal. Dallas has no more right or position in the project than Fort Worth has in the development, installation, and expansion that has been completed and programmed for the future, on the Dallas Municipal Airport (Love Field).

This Fort Worth airport project was not channeled by C.A.A. through the municipal government and the commercial agencies of Dallas. Neither law, custom or sound reason suggests any reason for doing so. The law provides that after the C.A.A. has submitted recommendations for the airport plan and federal expenditures, for any fiscal year, those aggrieved by it shall be given a hearing by the C.A.A. upon objections they choose to interpose.

In an engineering report on the Greater Fort Worth Airport, the C.A.A. regional engineer injected some calculations with reference to anticipated corollary movements on and from Love Field, Meacham Field and Greater Fort Worth Airport which lighted up the fears of some Dallas folks that the proposed airport might sometime invite some schedules away from Love Field. However, a clarifying report was promptly filed by the Regional Director which specifically provides that Love Field and the Greater Fort Worth Airport will be of equal class and comparable development, each to serve the city sponsoring it as its major terminal. That is the record before this Committee and before the Congress. Opposition to Fort Worth's airport on the argument that it is a Trojan Horse to Love Field just simply falls of its own weight. Congressional action will be taken on the facts and the record and not on the voice of a strawman that has been set up by Dallas, solely to deprive Fort Worth of a first class airport and to perpetuate the situation which compels Fort Worth's traffic to use Love Field.

Dallas has repudiated the C.A.A. and scorned procedures prescribed by **Congress** for the orderly processing of their objections. Experience has time after time sustained the wisdom of separating the Legislative, Administrative and Judicial functions of government and Congress has clearly constituted the C.A.A. as the proper agency to hear and investigate complaints reference to federal aid on airport projects, realizing that it could not and should not resolve itself into a committee to try out the ambitions and the complaints of hundreds of municipalities which might complain of the commercial advantages alleged to result from administrative recommendations of the C.A.A.; but Dallas did not submit its case to agencies of the

operated, on approximately 600 acres of the site. Nearly \$1,000,000 of federal aid has already been invested in this airport. Full utilization of that expenditure would result from the Fort Worth development of the site. Such economy should appeal to the thrifty both in Congress or on the City Council.

C.A.A. invariably consults and coordinates with the military departments of our government, and this very site of the proposed Greater Fort Worth Airport is one that has had the repeated and enthusiastic approval of all of those departments, for a major airport. It was originally programmed, prior to World War II, as a desirable development in the defense pattern. In that spirit, the little City of Arlington sponsored the facility as a Class 3 airport and has since 1943 been carrying the responsibility for its operation as such. Arlington now asks Fort Worth to take over.

People of Fort Worth and Dallas have customarily traveled, for skip-stop service, between Meacham Field and Love Field, over the identical highway that passes the Greater Fort Worth Airport site. The public is accustomed to travel that route for airline service. The area between Fort Worth and Dallas includes several towns and villages and many recreational, social and entertainment centers. The activities in the area and the certainty of development, over the years, invite investment of private capital because investors spend their money where the public travels, moves and plays. Because of this, the City has been able to interest private local capital in building terminal facilities and accommodations for the public, on and contiguous to that site, which will leave funds which the City provides for development of the air field proper and its aviation aids. The various facilities, concessions and activities financed by private capital will pay participating rentals or fees which will help to quicker amortize the public investment. The City will be able to sponsor a better and safer facility at this site, than it can at any other, and can quicker recapture its investment, which in turn the City plans to plow back into better flying aids and facilities.

Obviously, the same incentive to private capital, to invest in ancillary facilities, would not prevail if the City chose a site which did not have the area and metropolitan development potentials. The Arlington site affords all of the land required for the airport and the approach areas.

Fort Worth did not select the Greater Fort Worth Airport site with the design of encroaching upon Love Field. Love Field is adequate, for metropolitan airline service to Dallas, for five years, without expansion of its facilities. The airlines have advised all parties that they intend to serve Love Field with all the schedules appropriate to the public convenience. C.A.A. is on record to the same effect. A skip-stop procedure which lands certain schedules

FINAL DRAFT

MEMORANDUM FOR USE OF THOSE APPEARING BEFORE  
THE COMMITTEE OF THE UNITED STATES SENATE ON  
APPROPRIATION, APRIL 1, 1948

320,000 people in Fort Worth are entitled to a major airport. Under the principles of democratic free government they are entitled to participate fairly and equally in federal airport aid that is intended for equitable distribution among states and cities.

The record discloses that citizens of Fort Worth and those travelers who move in and out of Fort Worth have, for too long, been deprived of the convenience and the economy of adequate airline service, from a Fort Worth airport. They have been able to obtain such service only by going 40 miles to the Dallas Municipal Airport, because of the limitations of Meacham Field and insurmountable obstacles which prevent a sufficient development of it.

The traffic and landing pattern of Fort Worth's Meacham Field and Carswell Air Field overlap, being only four and one-half miles apart, and that situation is an extra hazard to life and property. It slows up and complicates movement of aircraft from both terminals. Carswell Air Field is the home of the Eighth Air Force which operates the B-36's and is the only atomic bomb air force in the world; therefore, the situation is critical, especially with the military picture confronting us.

A major airport located forty miles away in the city limits of Dallas is not sufficient to serve both Dallas and Fort Worth. Love Field was never intended to serve Fort Worth and any argument that it should do so is absurd. Fort Worth must have its own facilities -- it always has had, and it proposes now to make them sufficient, adequate and convenient.

After studying many potential sites the City Council concluded that the Arlington Municipal Airport site is the best location to meet all requirements for an adequate Fort Worth airport. C.A.A. approved the site after a careful consideration of the national and local aviation pattern, and processed the Fort Worth application for federal aid to the point of allocating some available funds and recommending further expenditures for the 1948 fiscal year in the approximate amount of \$800,000.

This Greater Fort Worth Airport site is, in the opinion of the City Council and the C.A.A., the most efficient, convenient and economical site available. That is the reason Fort Worth chose to locate there. Fort Worth will receive approximately 1200 acres of land owned by Arlington and Midway Airport Corporation, without capital expenditure. A Class 3 airport now exists and is now