

# AMERICAN ASSOCIATION of AIRPORT EXECUTIVES

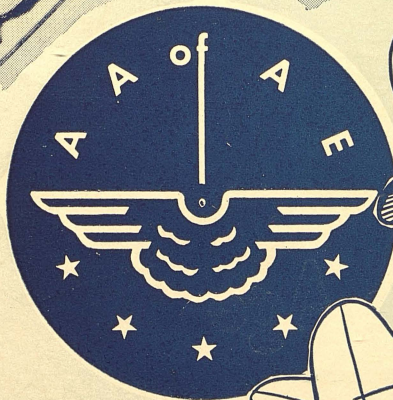
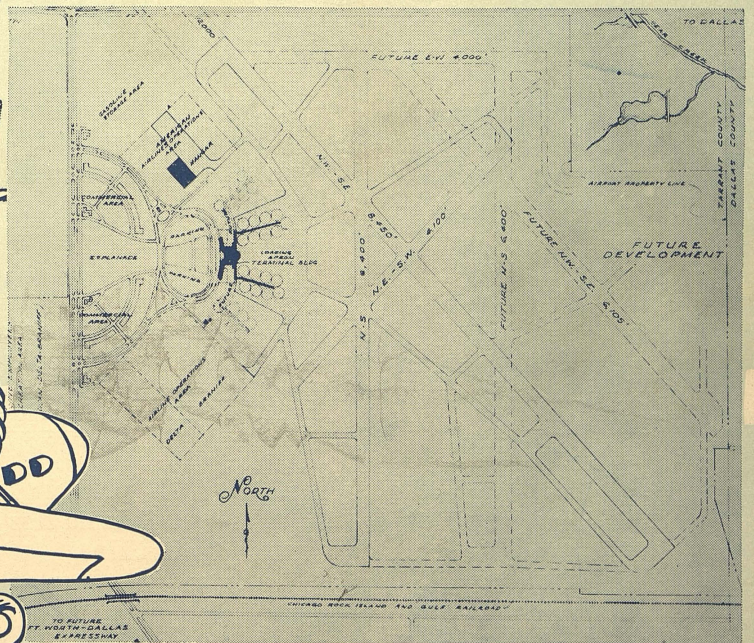
**BUSINESS MEETING  
HOTEL TEXAS  
FORT WORTH, TEXAS**

**March 30 thru April 3**

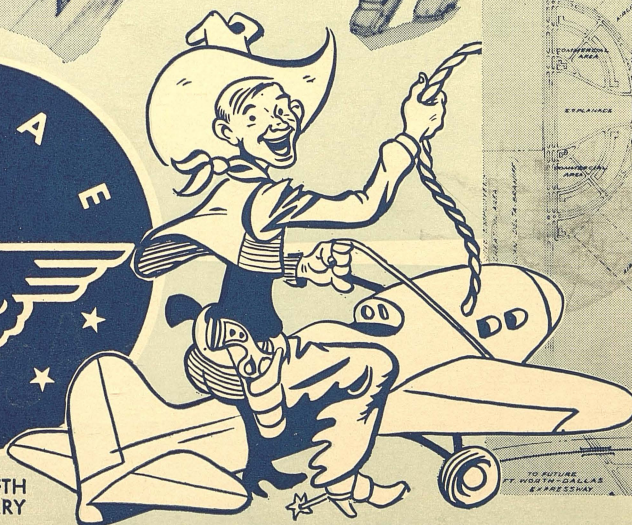
**1952**



**GREATER FORT WORTH INTERNATIONAL AIRPORT  
AMON CARTER FIELD**



**TWENTY-FIFTH  
ANNIVERSARY**



**CONVENTION PROGRAM**

# What makes a leader?

## EDITORIAL . . . . .

**A**PPARENTLY the Air Force has decided to close both eyes, jam the throttle full forward and let the country's civil airports "be damned." Since the Korean crisis USAF has been looking with increasing envy toward municipal and other civil airports as bases for its operations.

This has progressed to where Air Force aircraft, carrying a full line of ordnance, including loaded guns, charged rockets and napalm bombs are operating from fields that have heavy civil and commercial traffic.

Not only do increased military flights add to the complexity and density of traffic around busy airports, a hazard in itself, but their charged ordnance could turn even a minor mechanical failure into a disaster of major proportions.

We're as aware as anyone of the need for the Air Force to conduct tactical training operations, but why must it be done from major metropolitan terminals? There are dozens of World War II military airports scattered around the country that aren't in use and which are away from high traffic and populated areas. Certainly they are more suited to such operations.

Especially since Korea the Air Force has shown much short-sightedness in dealing with civil airports. It refuses to pay its fair share of the cost of maintenance and operations of the civil fields it uses. Now it is saddling them with a type of operation that at the very least is hazardous.

So far it has gotten away with such tactics because local chambers of commerce have shown more interest in Air Force payrolls than in safety at their airports. However, that is fast changing as communities realize they are getting the short end of the bargain through such informal deals.

Unless the Air Force realizes that the tide is changing in its relations with civil airports it may soon find itself answering to Congress, or there is an even more interesting prospect: One day soon some civil airport manager is going to take a hitch in his trousers and kick the Air Force right off his airport, lock, stock and unpaid lease.

## *Trouble at the airport*

All is not peace and happiness with airport people these days. Ever since Korea a smoldering resentment has threatened to burst into flame . . . and with good reason.

Back of it all lies a trend of the military services to base their expanding operations at civil airports rather than locate on unused fields 'round the country. Their increased traffic constitutes a serious hazard at civil airports. And, airport people are more than ever conscious that an airport does not remain open for long when operations from it endanger public safety.

The editors of AVIATION AGE published this blunt editorial eight months ago. It is no less factual or to the point today than it was then.

This is but one example of a policy maintained over the years by AVIATION AGE, to speak frankly and forthrightly to and about the industry it serves. It has earned for AVIATION AGE the

respect of airport managers, as well as all others in aviation. It has made the phrase, "Aviation Age says——" the hallmark of a true spokesman for the industry.

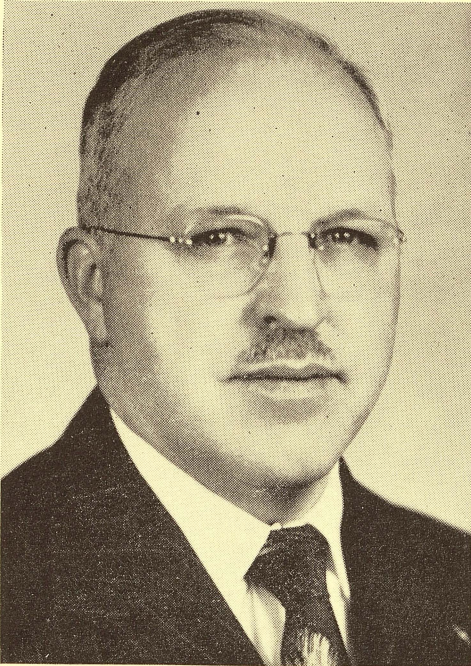
Today, AVIATION AGE is the most widely quoted magazine of aviation. It is a leader because you, and other key people of aviation, have made it your choice.

*Aviation's Technical Magazine*

# Aviation Age



A CONOVER-MAST PUBLICATION  
205 East 42nd Street,  
New York 17, N. Y.



W. E. BETSWORTH  
President of AA of, AE

## Foreword

*The American Association of Airport Executives this year is celebrating its Silver Anniversary as an organization. With an attendance of less than 15 Airport Managers attending, the association was formed 25 years ago in the Biltmore Hotel in Los Angeles, Calif. Al Johnson of Dayton, Ohio was elected the first president and W. G. Fuller of Fort Worth as secretary-treasurer. Annual meetings were to be held in connection with National Air Races.*

*Growing pains began to take their toll. With the addition of many new members the organization divorced itself from the National Air Races and began holding meetings in various cities in the middle West. From such a meager beginning the association has grown to its present size and status in the Nation today.*

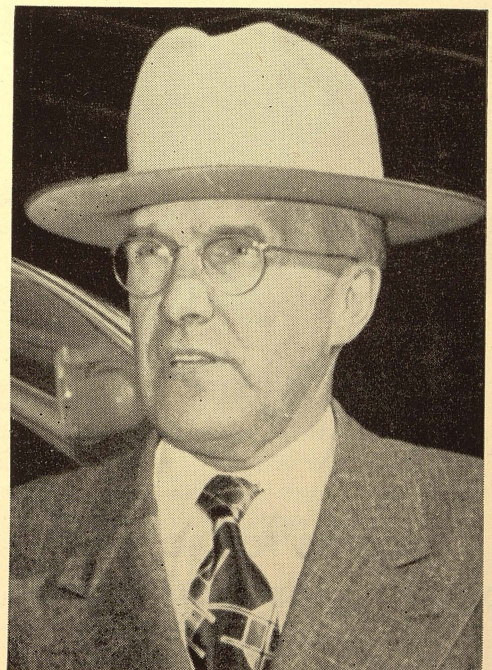
*In just tribute to those who aided in building our association of today, we are listing below the men who are our past presidents:*

MELVIN H. NUSS  
DON. W. MARTIN  
DOUGLAS O. LANGSTAFF  
NEIL G. BRACKSTONE  
WOODRUFF DeSILVA  
CHARLES E. HANST  
C. V. BURNETT

RALPH PAIGE  
A. H. NEAR  
JOHN BERRY  
JOHN H. GRAY  
MR. APPELBY  
WAYNE PARKS  
GEORGE JOHNSON

Your President,

WALTER E. BETSWORTH



W. G. FULLER  
General Chairman  
1952 Convention



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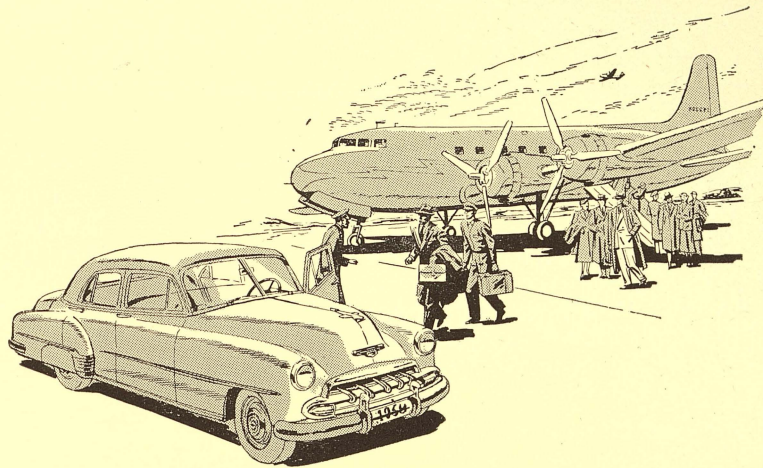
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**2** Hertz, and only Hertz, creates customers for the air lines through a continuous national advertising campaign in leading magazines.

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## Financing Plans

These include projected capital requirements, a forecast of revenues, a budget for operations and maintenance expenses, and a recommended plan for financing.

## Rate Structures and Tariffs

These include an analysis of costs and their distribution among revenue-producing activities, together with the development of standards on which to base a well-founded structure and level of rates.

## Promotion Programs

These include comprehensive plans for the development of the airport as a recreational entertainment and employment center, as well as a transportation terminal.

## Policy and Procedure Audits

These include a critical and constructive evaluation of existing policies, procedures and plans with definitive recommendations for improvement.

## Master Plans for Air Route Development

These include exhaustive analyses of the requirements of the community for scheduled air service, and the presentation of recommendations in form suitable for use as Economic Exhibits in proceedings before the Civil Aeronautics Board.

## Advisory Service

This is a continuing service designed to assist the community in meeting airport problems as they arise, including personal assistance in negotiations with tenants and Federal agencies, as well as special reports by mail, telephone or wire.

## Product and Facility Counsel

This includes advice and assistance in the construction of essential airport facilities and in securing desirable airport attractions and equipment.

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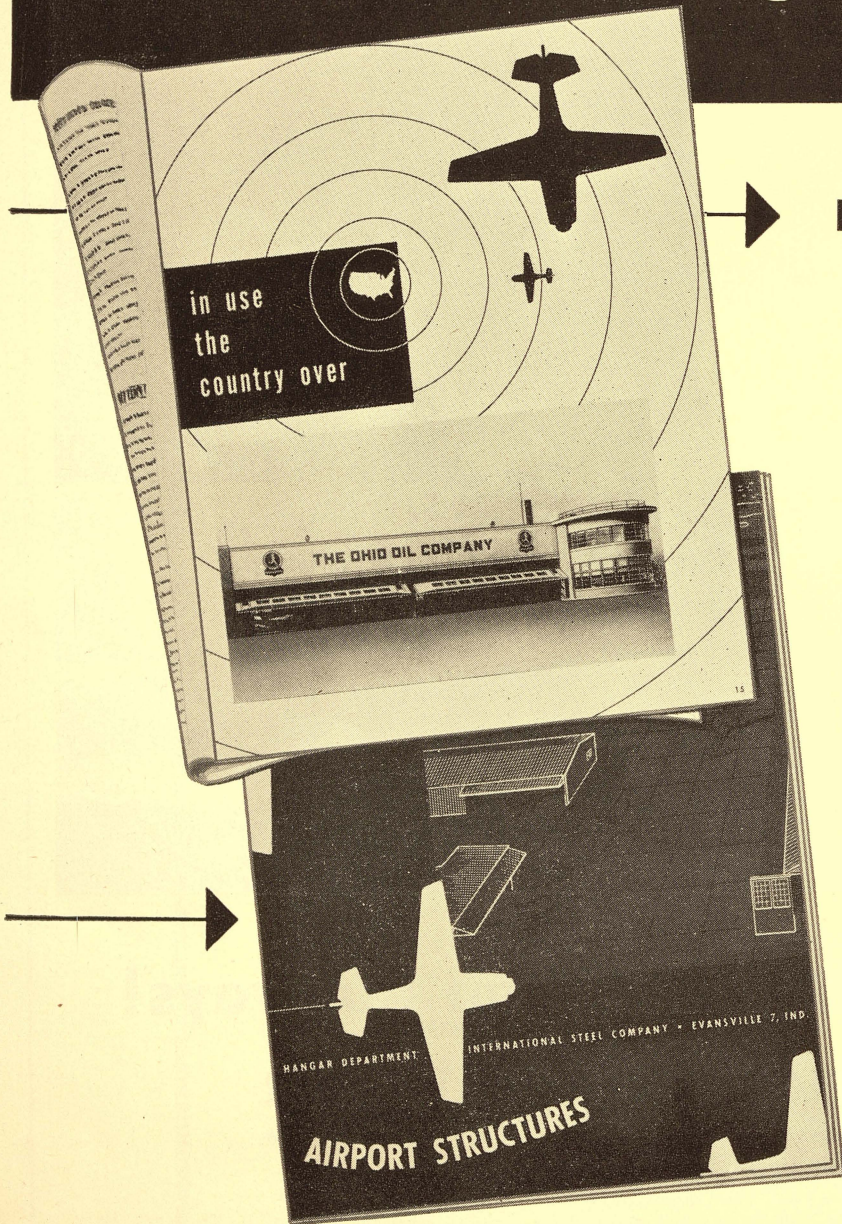
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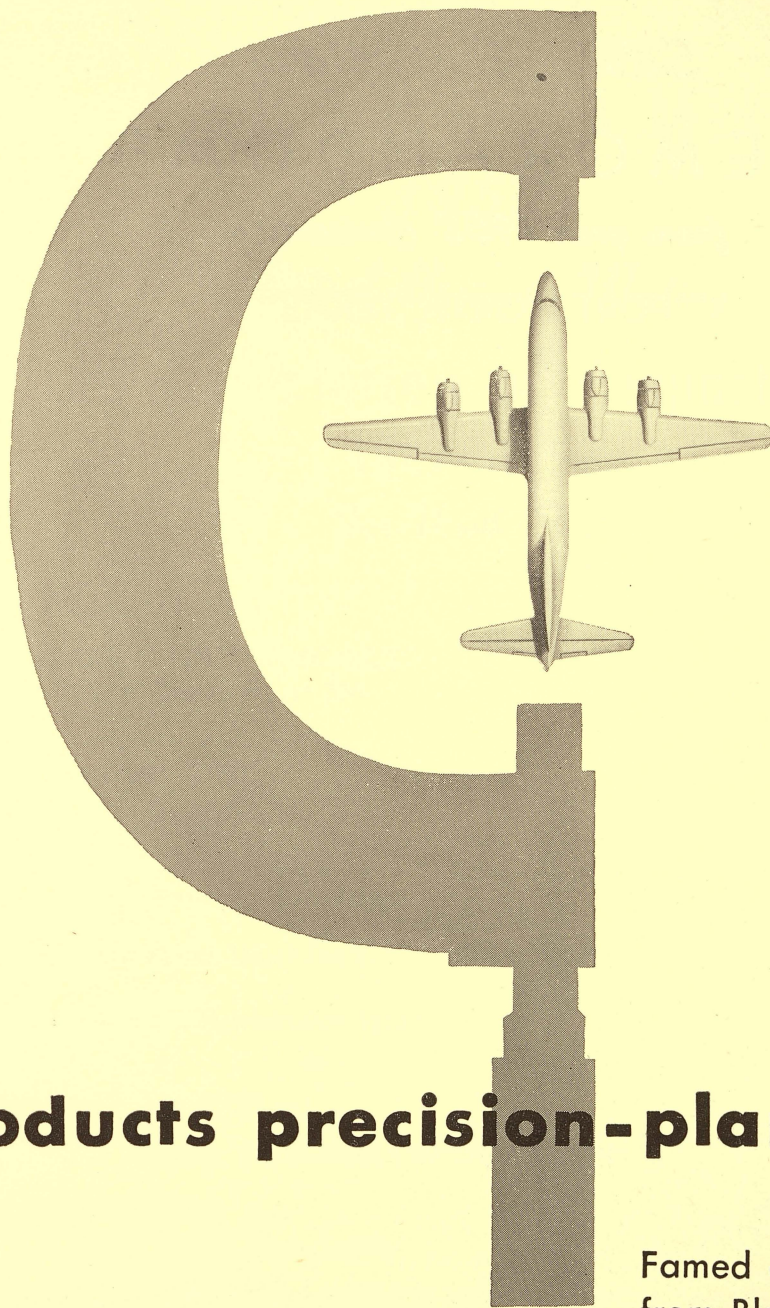
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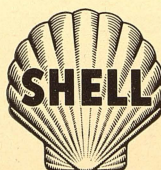
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FORT WORTH, TEXAS

*Silver Anniversary*  
P R O G R A M  
1952

*Annual Business Meeting*

American Association of Airport Executives  
1927-1952  
*Fort Worth, Texas*

*Saturday—March 29, 1952*

10:00 A.M. BOARD OF DIRECTORS MEETING  
Hotel Texas, Room 356

*Sunday—March 30, 1952*

3:00 P.M. REGISTRATION  
Hotel Texas, Main Lobby  
"Get Acquainted Meetings"

6:30 P.M. Longhorn Room, Hotel Texas  
TO  
7:30 P.M. A.A. of A.E.'s Refreshment Hour

*Monday—March 31, 1952*

DAY'S THEME: "PROGRESS ON THE MARCH"

8:30 A.M. REGISTRATION  
Hotel Texas, Main Lobby

9:30 A.M. OPENING MEETING: CRYSTAL BALLROOM  
Gen. Chairman: W. G. FULLER, Director of Aviation, Fort Worth, Texas  
Presiding: WALTER E. BETSWORTH, Pres. A.A. of A.E.  
INVOCATION: GRANVILLE WALKER, Pastor University Christian Church  
OFFICIAL WELCOME: J. R. EDWARDS, Mayor, City of Ft. Worth, Texas  
RESPONSE: WALTER E. BETSWORTH, Pres. A.A. of A.E.

10:00 A.M. GENERAL SESSION:  
Presiding: WALTER E. BETSWORTH, Pres. A.A. of A.E.  
Appointment of Committees  
Report of By-laws Committee

10:30 A.M. "LET'S STRENGTHEN THE A.A. OF A.E." WALTER E. BETSWORTH, Pres. A.A. of A.E.

11:15 A.M. REPORT ON THE ACTIVITIES OF THE AIRPORTS ADVISORY COMMITTEE  
LOUIS INWOOD: DIRECTOR OF AVIATION, Kansas City, Kans.

1927 — *Silver Anniversary* — 1952

*Monday—March 31, 1952 (Continued)*

- 12:00 A.M. LUNCHEON: Longhorn Room, Hotel Texas  
Presiding: CHAS. HANST, Past President, A.A. of A.E.  
"REPORT AND FORECAST ON CIVIL AVIATION"  
CHAS. HORNE, CAA Administrator  
DON NYROP, Chairman, CAB
- 1:45 P.M. ADJOURNMENT
- 2:00 P.M. GENERAL AFTERNOON SESSION: Crystal Ballroom  
Presiding: DOUGLAS LANGSTAFF, Past Pres. A.A. of A.E.
- 2:05 P.M. "PLANS OF THE OFFICE OF AIRPORTS FOR FUTURE AIRPORT DEVELOPMENT"  
PHILLIP MOORE, Director, Office of Airport, Washington, D. C.
- 2:30 P.M. QUESTIONS FROM THE FLOOR
- 2:45 P.M. "CIVIL AVIATION MOBILIZATION"  
RAY W. IRELAND, Adm. of Defense Air Transportation Administration
- 3:15 P.M. QUESTIONS FROM FLOOR  
TO "OUTLOOK FOR CRITICAL MATERIALS FOR AIRPORTS"
- 3:30 P.M. G. R. GAILLARD, Director, Office of Aviation Defense Requirements
- 4:00 P.M. QUESTIONS FROM FLOOR
- 4:15 P.M. A CLINIC: "ANSWERS TO PROBLEMS IN AIRPORT MANAGEMENT"  
(Questions from floor directed to Panel)  
Panel Chairman: PAUL MORRIS, Chief Operation Division,  
Office of Airports, Washington, D. C.  
Panel Members: ED. TRAVIS, Chief of Airport Division, CAA, 4th Region  
G. H. BORSARI, Deputy Chief, Operations Division,  
Office of Airports, Washington, D. C.  
BOB FROMAN, Civil Aeronautics Board, Washington, D. C.  
W. M. POST, Jr., Manager, Allentown, Bethlehem, Eastern Airport  
WILLIAM SLEE, American Road Building Association,  
Washington, D. C.  
G. R. GAILLARD, Director, Office of Aviation Defense Requirements,  
Washington, D. C.
- 6:00 P.M. REFRESHMENT HOUR: Longhorn Room, Hotel Texas  
TO Courtesy of the Air Transport Assn.
- 7:00 P.M. Host: H. L. ROBERTS

*Tuesday—April 1, 1952*

DAY'S THEME: "CO-OPERATION WITH GOVERNMENT"

- 9:00 A.M. MEETING OPENING: Crystal Ballroom  
WALTER E. BETSWORTH, President, A.A. of A.E.  
PRESIDENT'S APPOINTMENT OF PRESIDING CHAIRMAN  
DON MARTIN, Past President, A.A. of A.E.

1927 — Silver Anniversary — 1952

*Tuesday—April 1, 1952 (Continued)*

- 9:05 A.M. "THE STATE DIRECTOR'S POSITION IN CURRENT AIRPORT PROBLEMS"  
JOSEPH K. McLAUGHLIN, Dept. of Aeronautics, State of Illinois
- 9:40 A.M. "WHAT A CITY OFFICIAL EXPECTS IN AN AIRPORT EXECUTIVE"  
W. H. OSWALD, III, City Manager, Midland, Texas
- 10:20 A.M. "WHAT AN AIRPORT EXECUTIVE EXPECTS FROM HIS CITY GOVERNMENT"  
R. W. F. (BOB) SCHMIDT, Manager, Tuscon Airport Authority
- 11:00 A.M. BUSINESS MEETING:  
Presiding: WALTER E. BETSWORTH, President, A.A. of A.E.
- 12:00 A.M. ADJOURNMENT
- 12:15 P.M. LUNCHEON: Longhorn Room, Hotel Texas  
Presiding: MELVIN NUSS, Past President, A.A. of A.E.  
Guest Speaker: GEN. BENJAMIN W. CHIDLAW
- 1:45 P.M. ADJOURNMENT
- 2:00 P.M. PRESIDENT'S APPOINTMENT OF PRESIDING CHAIRMAN:  
CECIL C. MEADOWS, First Vice President, A.A. of A.E.
- 2:05 P.M. "SECURITY ON THE AIRPORT"  
CAPT. M. T. (LONE WOLF) GONZAULLAS, Texas Ranger
- 2:30 P.M. QUESTIONS FROM FLOOR  
TO
- 2:45 P.M. "FIRE PROBLEMS & SAFETY ON AIRPORTS"  
JEROME LEDERER, Director of Flight Safety Foundation
- 3:30 P.M. "LET'S GET PRACTICAL ON MILITARY ACTIVATION OF CIVIL AIRPORTS"  
A PANEL:  
Moderator: GEORGE HADDAWAY, Editor & Publisher, Flight Magazine  
Members: H. L. ROBERTS, Air Transportation Ass'n  
J. B. HARTAUFT, Aircraft Owners & Pilot Ass'n  
JOSEPH McLAUGHLIN, Nat'l Ass'n of State Aviation Officials  
BOB ALDRICH, A.A. of A.E.  
LOUIS INWOOD, Airport Operator's Council  
DICK FURMAN, Chamber of Commerce  
BRIG. GEN. HAROLD R. MADDUX, Deputy Chief, Air Installation,  
U. S. A. F.
- 5:30 P.M. ADJOURNMENT
- 6:30 P.M. BUFFET SUPPER—Crystal Ballroom, Hotel Texas, 14th Floor  
Host: AMON G. CARTER, Fort Worth Star-Telegram

*Wednesday—April 2, 1952*

DAY'S THEME: "MODERN AIRPORTS DAY"

9:00 A.M. GENERAL SESSION: Crystal Ballroom

Presiding: WALTER E. BETSWORTH, President, A.A. of A.E.

9:05 A.M. "HISTORY AND DEVELOPMENT OF FT WORTH INTERNATIONAL AIRPORT"

WILLIAM HOLDEN, Manager, Ft. Worth Chamber of Commerce

9:20 A.M. GROUP TOUR BY SPECIAL BUS:

Courtesy of: American, Braniff, Central, Delta, Pioneer and Trans-Texas Airlines

1. Inspection of Bell Aircraft Plant: JIM FULLER, Public Relations, Bell Aircraft
2. Inspection of Fort Worth Greater International Airport

Conducted by: Maury Huffman, Executive Director of The Ft. Worth Air Terminal, Inc.

12:00 Noon LUNCHEON IN AIRPORT DINING ROOM

Courtesy: HUMBLE OIL & REFINING COMPANY

Host: MIKE HACKADORN

Presiding: FRANCIS T. FOX, Past Secretary, A.A. of A.E.

Presenting: MR. AMON CARTER, Recipient of many Aviation awards for his activities in Aviation. Both Military and Civil.

1:45 P.M. BUSINESS MEETING: Crystal Ballroom

Presiding: WALTER E. BETSWORTH, President, A.A. of A.E.

5:30 P.M. ADJOURN

7:00 P.M. ANNUAL BANQUET: Crystal Ballroom

Presiding: WALTER E. BETSWORTH, President, A.A. of A.E.

Recognition of Active Charter Members of A.A. of A.E.

WALTER E. BETSWORTH, President, A.A. of A.E.

Introduction of Speaker by Colonel (C. A. P.) Frances Nolde of Redding, Penn.

Speaker: GILL ROBB WILSON, Editor and Publisher of Flying Magazine

*Thursday—April 3, 1952*

9:30 A.M. BUSINESS SESSION: Longhorn Room

TO New and old officers and committee chairmen

12:00 Noon Presiding: WALTER E. BETSWORTH, President, A.A. of A.E.

\* \* \* \*

Be sure and visit the exhibits in the Blue Bonnet Court, Hotel Texas, and those at the Airport.

Your Committeemen

1927 — Silver Anniversary — 1952

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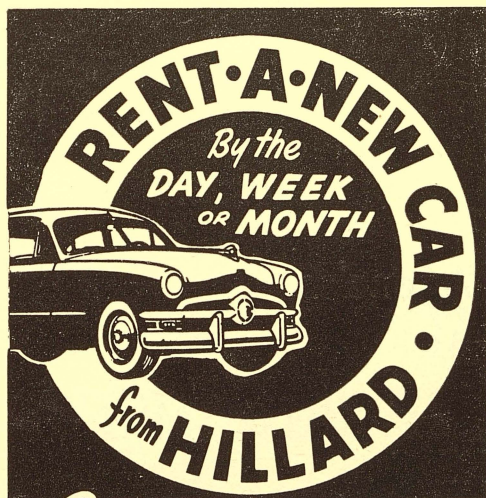
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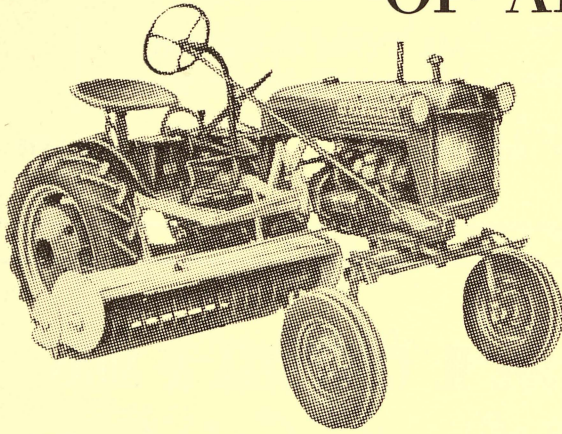
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It pulls, pushes, operates belt drives, drives power takeoff, raises, lowers implements with touch control.

• **RIGHT SPEED FOR ALL JOBS**

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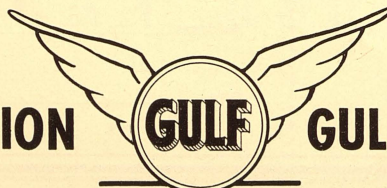
. . . never-ending research in the quest for improved oil products that will help make tomorrow's flight faster, safer, more economical

. . . continued exploration all over the globe for new sources of oil so vital to aviation's welfare

. . . skilled refinery engineering that insures uniform high quality in the aviation products Gulf markets.

Yes, Gulf's service to aviation is a job of many facets, and it's a job with quite a challenge, too. For on the continued progress of America's aviation industry depends much of our future well-being and strength.

**GULF OIL CORPORATION**

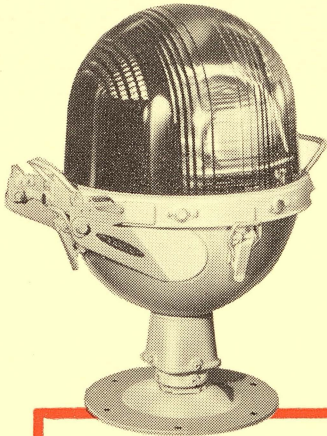


**GULF REFINING COMPANY**

**AVIATION PRODUCTS**

# IT TAKES PENETRATION

## TO BRING THEM BACK ALIVE!



### HERE'S PENETRATION!

L-M's famous 180,000 candlepower high intensity runway light with controllable beam.

The beam is controlled to eliminate glare and halo. That makes possible the extremely high intensity—higher by far than any other runway light. Under near-minimums, every foot of distance is vital. More candlepower means greater penetration. The pilot sees the lights at a greater distance. More pilots make successful landings. That's all there is to it!

*An article on the basic principles of*

### HIGH INTENSITY RUNWAY LIGHTING

A pilot coming in for a landing under near-minimum conditions needs every available foot of visibility. Any runway light that adds ten per cent to the distance at which the pilot can see it greatly increases the chances for a successful landing.

But to get this extra penetration takes far more than a proportionate amount of candlepower. The reasons for this are highly technical, but several examples will demonstrate the facts:

At 1/8-mile ground visibility, a runway light of 20,000 beam candlepower has a cockpit visibility of about 970 feet. Under the same conditions a 100,000 candlepower beam will be visible at about 1130 feet—16% further. Five times as much light gives only 1/6 more distance!

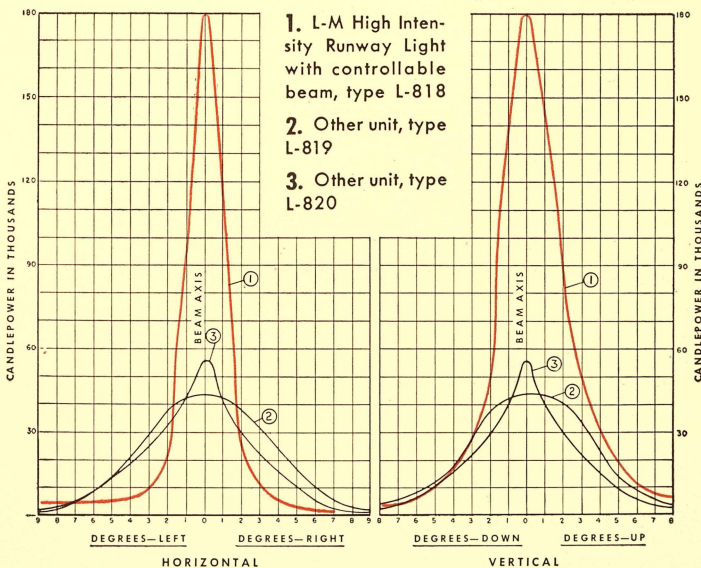
At 1/4-mile ground visibility, the 20,000 candlepower beam will penetrate about 1550 feet. The 100,000 cp beam will reach about 1950 feet—25% further.

At 1/2-mile, the figures are 2500 and 3300 feet, respectively, a 33% increase for the higher candlepower.

That is why L-M runway lights employ 180,000 beam candlepower, concentrated to give the maximum penetration in the region of guidance, and controlled to eliminate glare and halo.

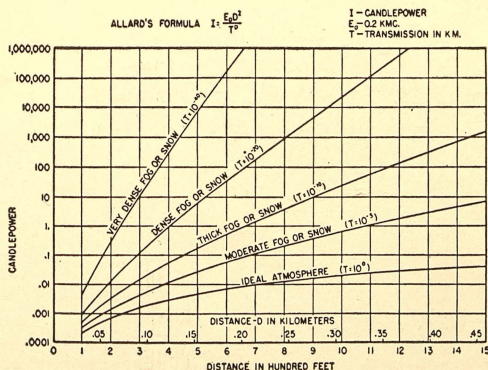
L-M high intensity runway lights were designed by L-M's pilot-engineers—men who know lighting, and also know the problems in making a landing, and the vital importance of every possible additional foot of visibility.

### WANT TO GET TECHNICAL?



1. L-M High Intensity Runway Light with controllable beam, type L-818
2. Other unit, type L-819
3. Other unit, type L-820

● Candlepower distribution curves, high intensity runway lights. (From CAA Drawing No. 741.) L-M lights have by far the highest candlepower, and the greatest penetration. Normally operated at 1% to full intensity, their extra power is most important under near-minimums when the extra safety factor is vital to pilots and passengers.



● Candlepower needed to penetrate fog of various densities to given distances—for dark-adapted eyes, according to Allard's Law. As atmospheric density increases, required candlepower increases far more rapidly than "the square of the distance."

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**BOOTHS 42 and 43**

Line Material Company, Milwaukee 1, Wis.  
(A McGraw Electric Company Division)



# LINE MATERIAL... Airport Lighting



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