

# Dallas Solid In Its Fight Over Airport

## Judge Templeton Added to Committee That Will Push City's Claims at Washington

Solid unity behind Dallas' fight for neutral building of improvements at Midway Airport was furthered Saturday with the appointment of Judge Al Templeton to the special citizens committee by Nathan Adams, chairman.

Judge Templeton accepted the appointment and said he would join the committee on its Washington trip next week for appearance before Secretary of Commerce Jesse Jones, the Civil Aeronautics Administration and the Civil Aeronautics Board.

Now scheduled to make the Washington trip as Dallas' voice in the request for removal of the administration building site to its original location on the north side skirting the new Highway 183 are Adams, J. B. Adoue Jr., R. L. Thornton, Fred F. Florence, Ernest Tennant, B. F. McLain, Karl Hoblitzelle, Tom C. Gooch, Ted Dealey, Paul Carrington, Dr. E. H. Cary, John W. Carpenter, City Atty. Henry P. Kucera, Acting City Manager V. R. Smitham, R. D. Suddarth and Mayor Woodall Rodgers.

**Is a Municipal Function.**

Meanwhile, Mayor Rodgers said Saturday that operation of an airport was still a municipal function and that Dallas, by virtue of almost a quarter of a century of subsidy amounting to \$2,000,000 of taxpayers' money, deserved a voice.

"The air lines always contended it was a municipal function in urging city officials to subsidize their losses in pioneering aviation," said Rodgers. "Dallas bought Love Field and leased it to the government at \$1 a year for war purposes in World War I. Then it bought Hensley Field for government use in peacetimes and leased it to the government at \$1 a year to accommodate government aviation and to protect Love Field for commercial purposes for Dallas citizens. Now we are led to believe that the municipal function no longer exists.

"The Civil Aeronautics Administration is supported by taxes gathered from our people through the federal tax gatherer. Our subsidy to the air lines is through the city and county tax call.

"All funds used by both to pioneer and subsidize aviation for a quarter of a century have been taxes from the people—Dallas and Dallas County people. They have paid their part and should have a voice in the quasipublic service they have conceived, nurtured and raised to such a position it now can maintain itself and pay profits to stockholders.

"If it were a municipal function in dependency, when did it cease to be a municipal function?"

**Even Break All That's Asked.**

Mayor Rodgers said Dallas had agreed, from the start, to pay half the cost of the land and that Fort Worth had never agreed to pay a dollar, adding that Arlington was "a technical evasion, one that over the years has not subsidized aviation."

"The people who pay the taxes and use the port should be considered—and that is two thirds Dallas and vicinity and one fourth Fort Worth," said the Mayor. "Let me repeat—it is only a fair deal we seek, no advantage. That has been our stand from the start and will be our stand at the finish."

The Civil Aeronautics Administration advised him, said the Mayor, that rules and regulations and federal law authorizing participation of CAA and federal funds in municipal ports required municipal sponsorship for three reasons:

1. That the people being served may have a voice in the location, management and operation of the airport which serves their people (patrons).

2. That they may have a voice in the rates to be charged and who shall use the field in order to avoid discrimination or monopoly.

2. That they may have a voice in the services to be rendered.

"Incidentally," added Rodgers, "this Midway Airport Corporation, which has handled the affairs of the airport, is supposed to be comprised of seven members—two each from the air lines, one from Arlington, one from Fort Worth and one from Dallas. It is functioning, but there is no member from Dallas on that board—at least, not to our knowledge."

—Not Rationed: Dallas' Courtesy—