

Green Light on Airports

While Dallas maintains an open mind on the compromise suggested by Jesse Jones on the Midway Airport, the city administration is doing well to go ahead with its plans for new air fields and for expansion of Love Field. Even if Dallas should decide to join in sponsorship of the Midway project, this field would serve Dallas needs only partially. The city must have big landing fields of its own, and these must be closer to the city than is Midway.

Already Dallas officials have inspected three sites for possible new airports, all within ten miles of the city. The desirability of these sites will be studied by a local firm of consulting engineers in the weeks immediately ahead. The city is likely to buy and develop at least one of these sites. If the engineers' report is favorable, two, or even all three, may be bought and used. In the post-war period, Dallas will need several large airports for different types of craft.

Development of new airports is rightly first on the list of projects in the Dallas city planning now under way. Foresight and preparedness are essential now if Dallas is to maintain after the war the leadership in aviation this city has achieved. The Midway project, which should be considered on its merits, is of secondary importance in the comprehensive program the city must have for development of air terminal facilities here.