City Will Seek Federal Aid In Developing Its Airports

Dallas will seek federal co-opera-| Wednesday covering the city's potion in developing Hensley Field for greater use by the Navy, in providing another airport for Army operations near Hensley and in expanding other local aviation facilities, Mayor Woodall Rodgers said Friday.

The Mayor outlined the city's future aviation hopes, to be backed by trips to Washington if necessary, as civic and municipal representatives indicated a willingness to re-enter the Midway Airport program if Dallas is given a square

Midway Airport, even if the city agrees to participate in development of the Tarrant County airport as a base for transcontinental and international operations, is but one phase of the aviation program for Dallas. however, the Mayor stressed.

Additional Field for Army.

"We would like to see Hensley Field, already owned by the city but used exclusively by the Army for a number of years, developed principally for permanent use by the Naval Air Station after the war," he explained.

"This would mean development of another field for Army use and we are ready to provide that in our program. Naturally, we want to continue to plan for improvements at Love Field and for other ports to serve commercial and private activities."

City Councilmen will consider a recommendation from the Master Airport Committee

sition on Midway Airport.

This committee, meeting at the First National Bank Friday on call of Chairman Nathan Adams, recommended participation in Midway Airport development only on six conditions that would assure a neutral port.

Civic Groups Study Plans.

Dallas Chamber of Commerce directors will consider the proposals at a meeting Sept. 24.

Members of the chamber of commerce aviation committee and the city's own aviation advisory board met with the master plan airport committee Friday. Their vote was unanimous on the six-point program.

A number of weeks ago this group and City Councilmen took the position they would have nothing further to do with Midway Airport after decision had been made to place the administration building on the west side facing Fort Worth.

Secretary of Commerce Jesse Jones then recommended a compromise site at the northwest corner of the field.

Neutral Site Proposed.

The Jones proposal, however, does not satisfy Dalias, and at the Frimeeting an administration building site approximately midway between Dallas and Fort Worth on Highway 183 and as near the center of the north line as possible was demanded.

Dallas' Midway program also asks: Equal opportunity of devel-

next opment on both east and west sides of the field with runways and other improvements to be constructed to conform to this plan of equal development.

That Dallas patrons be required to use Midway Airport only for planes engaged in one-stop transcontinental or international service and not for local service.

That participation in Midway Airport be by municipal sponsorship that representation on the board of directors of the airport operating company be made by City Councilmen.

That participation will in no way affect the master aviation program of Greater Dallas, and that these

