

U. S. Air Official Predicts Great Postwar Texas

Civil Aeronautics Board
Member Visits Here
En Route to Mexico.

Postwar aviation and economic development in Texas will go hand in hand, each complementing and stimulating the other, Oswald Ryan, member of the Civil Aeronautics Board, predicted here Thursday.

"Texas looms as one of the most important States in the air picture of the future," the Washington aviation official said. "It has more to gain than any other State—not only in the domestic but in the international field—from the great postwar development of air transportation that is certain to come."

From Fort Worth, Ryan will take off early Friday for a flight to Mexico. He used the existence



—Star-Telegram Photo.

OSWALD RYAN,

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Air Official Is Visitor Here

Civil Aeronautics Board
Member Stops Over
En Route to Mexico.

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of such facilities for bridging the distance between two countries as an illustration of the place Texas already has assumed in international aviation.

"Texas," he pointed out, "already has four international air terminals—three more than any other State."

Ryan's visit to Mexico is at the invitation of the Mexican government, and its purpose is to confer on problems involved in international air service between the two neighboring republics. The conferences have been scheduled with approval of the State Department of this country.

Preceding his departure on the border-crossing leg of the trip, Ryan allowed himself a few days to look over present aviation facilities in the State and to confer with officials interested in their development. He met with Governor Stevenson, visited Dallas, and made an inspection tour Thursday of the Fort Worth area.

The tour here included American Airlines facilities at Municipal Airport, Civil Aeronautics Administration offices north of the city, and the Marine Corps Air Station.

Before reaching Fort Worth, Ryan flew over the disputed Arlington Midway Airport. Knowing he likely will have to rule, along with other members of the board, on the controversial issues raised by Dallas in refusing to participate in the development of that field, Ryan's only comment was:

"I flew over the field but, wishing to maintain a judicial attitude, I did not land."

He said he was withholding comment because it might put him in the position of "pre-judging the case," which he said he hoped could be settled to the satisfaction of all concerned.

Although he said he was here to inspect and to learn about existing air facilities, Ryan showed close acquaintance with the status and condition of present commercial air services in the State.

As a partial foundation for post-war aviation development, he pointed out, the CAB recently has granted important airline extensions in Texas. He said the CAB's forthcoming action to grant Braniff Airways a permit to operate air service from El Paso to San Antonio will "close one of the great gaps" in the commercial airline network in the State.

He pointed out also that a recent grant to American Airlines creates an important air link by establishing service between Denver and Fort Worth.

Ryan's interest in aviation development stems partly from the fact that the function of his board is to foster and encourage such development, as well as to control and regulate air operations.

"The great growth of air transportation in Texas after the war," he said, "will mean the development and settlement of many sections of the State now sparsely populated."

Ryan took a mild rap at recent efforts to place private flying under State control with the comment that "aviation is one thing that should be regulated from only one source."

"The question is," he added, "whether we would be likely to achieve greater aviation development by placing it under one control or 49."