
Midway Airport

The letter of Secretary Jones to Mayor Woodall Rodgers, recommending the midway position for the administration building at the Midway Airport, should clarify the situation considerably. The former compromise suggestion that would have put the administration building at the northwest corner of the field instead of placing it on the west side removed only part of the objection voiced by Dallas when the change from the original plan of a north side midway administration building was made. The fact that Dallas patrons of the airport would have to drive a mile farther than Fort Worth patrons, if the building were placed at the northwest corner, would not be of great moment. But that is not the issue.

The thing of real moment is the direction of development adjacent to the airport in the future expansion of aviation commerce. The maneuvering to change from the original north side location to the west side (first at the center of the west side and more recently to the northwest corner) has been solely for the purpose of having the airport grow in the direction of Fort Worth. Although Dallas would furnish three fourths of the patrons of the airport, we did not in the beginning ask for any advantage, but agreed to a midway north side position which would permit the field to grow in both directions. Now Mr. Jones says that this is the thing to do. It ought to settle the issue in so far as location of the administration building is concerned.

Mayor Rodgers takes the long-range view, however, in contending that the Midway Airport should never be used for other than through traffic. The aviation industry itself is shortsighted if it attempts to force all passenger traffic from both Dallas and Fort Worth to go to the proposed port. To visualize a future single airfield for Dallas and Fort Worth is to sell the aviation transportation short in such a way as would be very damaging to it and to the two communities involved.

Fort Worth civic leaders are in thorough agreement with this. They have maneuvered Dallas into a position of having to do most of the protesting relative to development of the Midway Airport, but it is an open secret that their after-war plans look primarily to utilization of the great concrete runways near the Consolidated Aviation Plant west of Fort Worth as the nucleus of their commercial airfields. There is no reason why they should not do so while joining with Dallas in the Midway Airport project to be used exclusively for long-range traffic. But it must be a truly midway airport with possibilities for future developments in both directions, and not a lopsided project spearheaded for future growth toward Fort Worth.
