

# Airport Improvements Cited in Bond Proposals

(Bond issues totaling \$20,800,000 to finance the major part of a program of public improvements for growth of the city will come before the voters at an election Oct. 2. A series in this and subsequent issues of the Star-Telegram describes the citywide improvements contemplated under the program.)

BY W. L. REDUS.

Men and commerce will ride the postwar skies in vastly expanded volume, and the benefits of this great stream of air traffic will go to the cities that have facilities to handle it.

That is the reason Fort Worth is including in its 10-year, \$25,335,300 development program a \$2,776,000 sum for airport improvements and projects. The voters will be asked to authorize \$2,500,000 of the amount when they vote Oct. 2 on \$20,800,000 in bonds to finance the city's entire postwar public works program. The remaining \$266,000 will come from bonds and funds now on hand.

The sum thus provided may be augmented substantially by federal expenditures, perhaps to the extent of 50 per cent of the money spent for new landing strips and similar facilities.

Fort Worth's planning for future airport needs is prompted by the economic necessity of maintaining its position as the crossroad of major transcontinental routes and other domestic lines, as the gateway for air transportation to Mexico, and as a center on postwar lines serving Europe, the Caribbean area and Central and South America.

The blueprint of airport development for Fort Worth calls for improvement of the present Municipal Airport to handle the growing air traffic, and acquiring and beginning development of a new major field to meet needs of the future.

### More Air Traffic.

Plans for the proposed new airport are based on studies of the demands of air transportation in the next few years. Passengers and air cargoes will move in larger and larger planes, some of which already are on order by major airlines.

Larger planes will require longer runways, and their greater number will demand more facilities for landing and taking off. Increased movement of fast freight by air—perhaps by glider trains towed by aircraft—will require more loading area and storage space.

Studies by the Civil Aeronautics Administration and the airlines indicate at least a four-fold increase in air traffic at the Municipal Airport by 1950. They indicate also that safe operation of the heavier planes brought into use will require runways of 6,000 feet in length.

Such runways are beyond the capacity of the present 463-acre field. The Municipal Airport's longest runway is 4,200 feet in length, and the maximum to which these strips can be extended without unreasonable cost is 4,600 feet.

Hence the plan for a new airport site of 2,400 acres, capable of providing runways of sufficient length and of taking care of the air traffic expected to overflow the Municipal Airport in the next five to 10 years.

Conservative estimates are that 400,000 passengers will travel in and out of Fort Worth by air each year by 1950, and that the number of plane movements will leap to 150,000. Plane arrivals and departures at the field, military and civilian numbered 77,540 last year

1950 will bring a peak of 40 plane movements per hour. This expected expansion of airline activities collides with another of the airport's physical limitations.

Handling of that number of plane movements, together with feeder line traffic, will require the construction of runways parallel to those now existing. But CAA requirements are for 700-foot clearance between parallel runways—specifications which the contour of the Municipal Airport makes it almost impossible to meet.

The certain postwar increase in instrument landing systems for all-weather flying by airlines points to still another shortcoming of Fort Worth's present airport. The CAA requires a minimum distance of 750 feet between buildings on major airports and the center line of instrument runways. Buildings at Municipal Airport are only 500 feet from the center line of runways.

The first stage of development of the new airport with funds provided by the proposed bond issue calls for purchase of the site, construction of at least three 6,000-foot runways, an administration building, two hangars, a fire station, and an automobile parking lot.

Development of the field by no means would mean abandonment of the Municipal Airport. Postwar aviation growth is expected to require within the next five years more facilities than even the present field and the proposed new one could provide.

### Private Fields Needed.

In addition to these two airports, authorities trying to chart Fort Worth's aviation needs foresee the necessity for at least three private flying fields here by 1950. Even after completion of the proposed new major air terminal, they forecast that the Municipal Airport will play a busy role serving commuter traffic, short-haul passenger service by small planes, as headquarters for private flying schools, and as a center for aircraft sales, service and maintenance.

Private planes are due to dot the skies—and the airfields—in the next few years. Studies by the CAA and other aviation agencies place the number by 1950 at anywhere from 220,000 (one for each 660 members of the population) to 500,000 (one for each 220 population). The number in 1941 was 20,000 planes, one for each 6,500 persons.

Taking the middle range, but allowing for the popularity of air travel because of distances in the Southwest, city authorities estimate that one out of every 500 persons in Fort Worth will own a plane by 1950—a total of 550 privately owned aircraft.

The Municipal Airport can not care adequately for more than 250 private planes, indicating, if forecasts of numbers are correct, that even more facilities will be needed than the city plans to provide.

Since the city's program for development of a new major air terminal extends over a 10-year period, it has scheduled these improvements for its present airport:

### Fire Station Required.

A new northeast-southwest runway 4,600 feet long, with taxi strip; four new hangars, 300 by 120 feet and 200 by 140 feet in size, furnishing aircraft shop space, storage space for private planes, and space for private concerns which would amortize the cost by rental payments; a fire station not only for protection of the airport but

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#### Four-Fold Increase.

Commercial airline plane movements at the field have reached a maximum of 10 per hour, and the anticipated four-fold increase by

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Not overlooked in the city's airport planning is the possibility that the government some day may release the great Fort Worth Army Air Field, making it available to the city for commercial aviation.

tomobile business in this country, then joined the Curtiss Airplane and Motor Company, now Curtiss-Wright, at Buffalo. During World War I he was in charge of the three Curtiss plants at Buffalo.

With Maj. Reuben H. Fleet he established the Consolidated Aircraft Corporation in 1923 and became vice president and general manager at East Greenwich, R. I., and Buffalo. He remained with Consolidated until 1935, when he retired. Consolidated in that year moved its headquarters from Buffalo to San Diego and several years later became the Consolidated-Vultee Aircraft Corporation.

## Dodson Show Moves To T&P Reservation

Dodson's World Shows, originally scheduled to be set up on the Centennial grounds, has been moved to the T&P Reservation and the entertainment will open Tuesday night under auspices of the 27th Battalion, Texas State Guard.

Guardsmen will act as ticket takers and ushers, and the battalion will receive a percentage of the proceeds, the money to be used in purchasing new equipment for the unit.

The show, with its mile-long midway, will open at 7 p. m. and will continue with nightly performances throughout the week. Personnel and equipment of the show arrived Monday, and work of setting up the various rides and sideshow tents was begun immediately.

This field then would become the major center of Fort Worth's air activities, but the money spent in other developments would not have been wasted.

Aviation authorities look for the expansion of air transportation to outstrip any predictions they now dare to make, making it possible that the city will find that again it has planned too small.

Survivors are his mother, Mr. Carrie Harris, and an aunt, Mr. C. E. Robinson, both of Fort Worth.

#### W. J. CARROLL.

Services for W. J. Carroll, 72, who died Monday night at his residence, 2821 Crockett, will be conducted at 4 p. m. Tuesday by Rev. J. Frank Norris in Ray Crowder Chapel. Burial will be in Greenwood Cemetery.

Mr. Carroll, a native of Limestone County, had lived in Fort Worth for 60 years. He was a merchandiser for Montgomery Ward & Company until his retirement 10 years ago.

Survivors are his widow; one brother, Tom Carroll, and two sisters, Mrs. L. P. Reynolds and Mrs. W. H. Eastman, all of Fort Worth.

#### PAUL E. HERBERT.

Paul E. Herbert, 62, of 1900 Olive, died Monday at 11:45 a. m. in a hospital in Dallas.

Mr. Herbert, a native of Harrisburg, Pa., had lived in Fort Worth for 25 years. He had been an employe of Katy Railroad for 38 years.

Funeral services will be held Wednesday at 4 p. m. in the Harveson-Cole Funeral Chapel, Father Taaffe of Holy Name Church officiating.

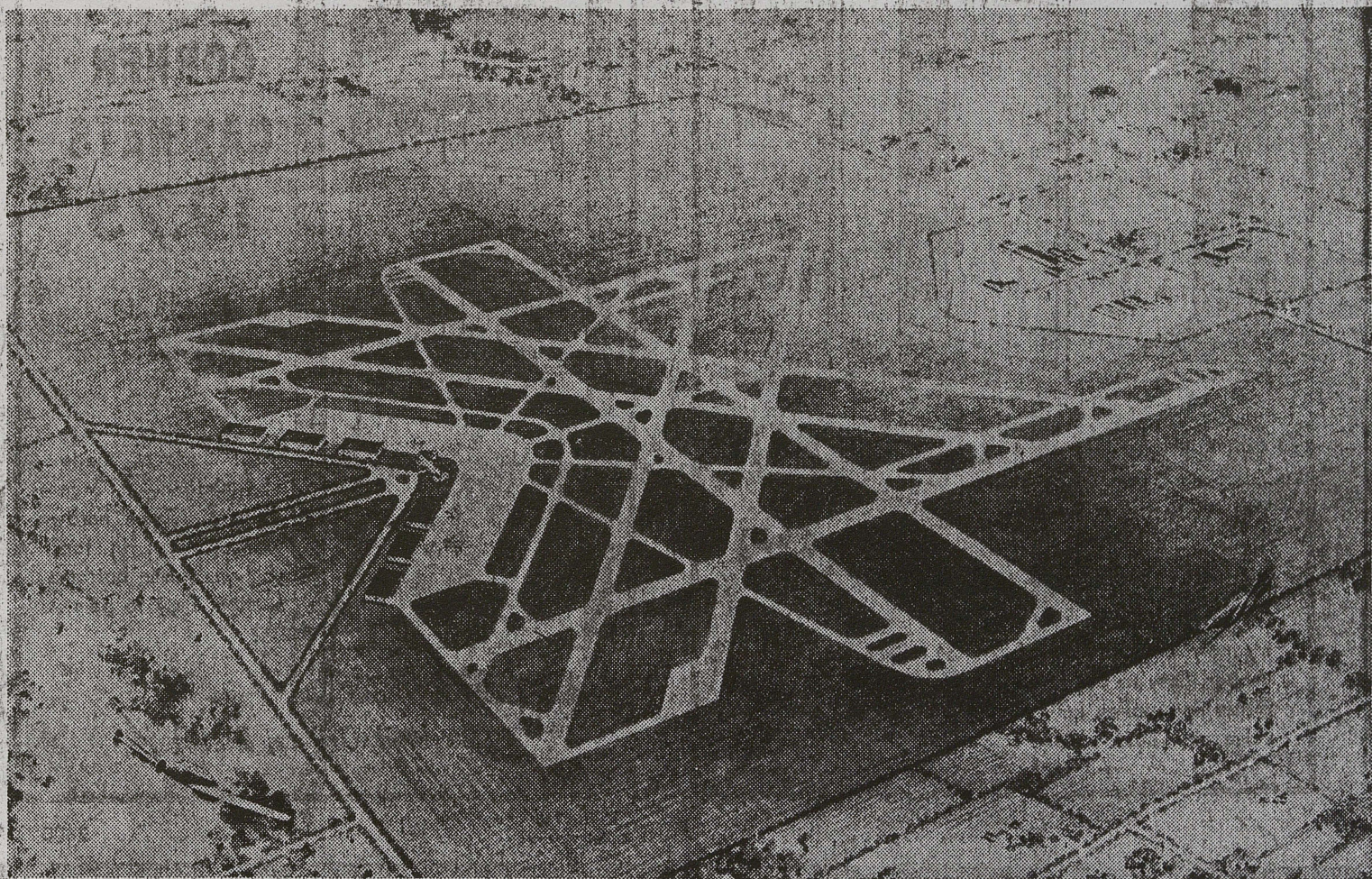
Military services will be held at the graveside in Mount Olivet Cemetery by the American Legion, of which Mr. Herbert was a member.

He is survived by his widow, Mrs. Lydia M. Herbert.

## VFW Post Reaches Quota

Fort Worth Post No. 708 of the VFW is the first post in Texas to acquire its full quota of 1,000 members, Horace Shelton of Austin, state commander, announced Tuesday.

Shelton and Robert Claypool, national VFW service officer, will be present for the local post's meeting Friday when all members who have not been given the obligation are urged to be present.



**PROPOSED AIRPORT**—Sky giants of the future—some of them not far distant—would be accommodated by this new major airport which the city proposes to build to handle postwar air traffic. Runways would be long enough to allow for takeoffs and landings of heavy

planes soon to be put into commercial operation and even heavier planes that will follow. The sketch shows an artist's conception of the completed airport. Only the first stage of construction, with three or four runways, would be undertaken under the improvement program to be submitted to the voters on Oct. 2.