

Dear Colonel Schulz:

Recently there was a meeting held before the C.A.B. Examiner in Washington concerning the matter of airline schedules for both Love Field in Dallas, and Carter Field in Fort Worth, which was attended by committees from the Chambers of Commerce of both cities. At that time the Fort Worth committee paid a social call on Chairman Gurney at the C.A.B. offices, and he invited the members of the Board in for a chat. During this meeting it was suggested by a C.A.B. member that Fort Worth and Dallas should get together and solve their differences regarding the airport schedules, and another member of the Board suggested that the name of the Greater Fort Worth International Airport be changed to one which would be compatible to both cities.

After this meeting Chairman Gurney wrote a letter to Mr. W. O. Jones, City Manager of Fort Worth, following up the suggestions made by the C.A.B. members, copy of which is enclosed herewith. Mr. Jones passed this letter along to Mayor Edgar Deen who, in turn, passed it to me as President of the Fort Worth Air Terminal, Inc. This procedure was necessary for the reason that, although the City of Fort Worth owns the airport outright, they had previously made a contract with the Fort Worth Air Terminal, leasing the property and all improvements thereon for a period of 36 years and the City, therefore, was not in position to comply with the above request regarding the change of name, etc., without approval of its tenant.

As President of the Fort Worth Air Terminal, Inc., I immediately called a meeting of the Executive Committee, who agreed to comply with the suggestions from Chairman Gurney and the Board to the extent of changing the name of the airport from "Greater Fort Worth International Airport" to "Dallas-Fort Worth Airport, Carter Field." Following this decision, Mr. Web Maddox, Vice-President of the Fort Worth Air Terminal, and an old time personal friend of

Mayor R. L. Thornton of Dallas, telephoned Mr. Thornton for an appointment. Mr. Maddox then went to Dallas and presented Chairman Gurney's letter, advising Mayor Thornton that the Terminal Association and the City of Fort Worth would prepare a written proposal at a later date covering the suggestion contained in the Gurney letter. Mayor Thornton stated that they would give the letter due consideration and would advise Mr. Maddox later.

I believe it was the day following Mr. Maddox return from Dallas that the story broke in both the Dallas papers as well as the Fort Worth Star-Telegram, whereupon an avalanche of criticism was made, principally by members of the Dallas Chamber of Commerce Aviation Committee and its President, Mr. Jerome Crossman. This procedure was not unexpected, as they have in the past heaped considerable criticism on the joint airport plan, notwithstanding the fact that the City of Dallas, through three previous Chamber of Commerce Presidents, originated and promoted the idea of a joint airport to be located midway between the two cities some eight or ten years ago. This plan was later supplemented by Mr. Paul Carrington, President of the Greater Dallas Planning Council, who arranged for a joint meeting with the Fort Worth committee. Again, Mr. Tom Braniff, President of Braniff Airlines, which has its operating headquarters in Dallas, called on the Fort Worth committee for the purpose of promoting the joint airport. Still later - only a few years ago - Mr. R. L. Thornton, then President of the State Fair of Texas, and now Mayor of the City of Dallas, approached a member of the Fort Worth Terminal Association with the idea that Dallas and Fort Worth should work together on a joint airport midway between the two cities. I merely mention this feature as an evidence of the fact that Dallas was the "Daddy" of the joint airport idea.

Meanwhile, the problem of the joint airport became involved in city politics and a controversy arose over the location of the terminal building, which resulted in Dallas' decision to drop out of the joint project. Fort Worth

anxiety and interest in carrying the plan through to completion was due to the fact that six or seven years prior to this time the airlines moved practically all of their schedules from Fort Worth to Love Field in Dallas and, therefore, Fort Worth citizens had to travel some thirty miles to Love Field to board planes for New York, Chicago and other points, and on their return had to make the same journey back to Fort Worth to reach their homes. So, in self-defense, Fort Worth was compelled to take immediate individual action in building the airport, which has been designated by experts as not only one of the finest in the country, but one of the finest in the world.

This airport consists of 1,828 acres of land, with two 6400 runways 200 feet wide, and can be extended to 8,450 feet without acquiring any additional land. Furthermore, provisions have been made for Jet planes which will, no doubt, be in operation within the next five or six years, at which time one runway can be extended to 12,000 feet without acquiring additional land or destroying any of the improvements on the airport at this time. I merely mention these things as an evidence of the fact that the new airport is not only one of the finest, but the safest in the country, being zoned for five miles around, and is subject to substantial improvements without acquiring any additional land.

This present airport could not be duplicated for less than \$25,000,000, and Dallas could have acquired a half interest in it for less than three and a half million dollars, having the airport named "Dallas-Fort Worth International Airport." Dallas, as a matter of fact, could use the airport, with the name as designated above, without the investment of a five cent piece, as stated in my letter to Mr. Thornton. However, the thought occurred to us that Dallas would want an interest in the airport and thereby have an equal say regarding its management and operation. Meanwhile, if Dallas desires to spend, ten, fifteen

or twenty-five million dollars for a new airport which will, no doubt, take several years to complete, we feel they are entitled to exercise their own judgment and we are not quarreling on this feature, but we do take issue with them on the method and the fight they have consistently supported against Fort Worth's new airport.

As a matter of fact, several years ago the Congressional Representative from Dallas went before Congress in Washington and prevailed on them to delete the money which had been allocated for the Fort Worth Airport. Later, a Fort Worth committee went to Washington and was able to prevail on members of the Senate to reinstate the original appropriation, at which time we proceeded to go ahead and complete our new airport. During the previous controversy the Dallas Chamber of Commerce Aviation Committee even carried full page ads in the Washington papers, pleading with Congress to take the money away from Fort Worth for the building of its new airport. Still, Dallas says they are not fighting Fort Worth and do not want anything they are not entitled to. They remind me of the man who said he never made an unkind remark against a neighbor or friend, but the so and so next door to him had to move. With the efforts they have pursued in the newspapers, it would not be surprising if they didn't attempt to bring the matter before the United Nations!

As a further evidence of our desire and willingness to cooperate with the citizenship of Dallas, I enclose herewith a copy of my letter to Mr. R. L. Thornton, which was in reply to a request that we notify him when we were ready to discuss the matter of the joint airport. Therefore, you can see that the four original efforts in support of a joint airport came from the City of Dallas. Irrespective of what Dallas' attitude may be regarding the outcome of this controversy, Fort Worth will continue to operate its airport and fight for our just share of schedules.

Neither the Mayor nor any member of the Terminal Association has at any time made a suggestion to the C.A.B. for any action of this nature. We have simply gone before the Board making a fight for additional Flight schedules to which we consider Fort Worth entitled. In other words, prior to the new airport Fort Worth had an equal number of schedules with Dallas, the planes stopping in both cities. Now they have about 165 schedules to some 80 odd for Fort Worth, and Fort Worth is suffering materially from the lack of non-stop service to New York and other points, which is provided for Dallas, and the only way Fort Worth citizens can take advantage of them is by driving 30 miles to Love Field.

This lengthy explanation is made with apologies, for the reason that Mr. Crossman, President of the Dallas Chamber of Commerce burst loose Sunday night with a tirade against Chairman Gurney, making many accusations which could not be substantiated in any way by facts and, as I understand, a copy of the wire was sent to you, as well as being placed on the Associated Press wire. The C.A.B., through Mr. Gurney or his Board, has made no demands on anyone to carry this program through. They merely suggested it, as indicated in his letter, as a matter of economy for the Government, and convenience and safety for the passengers. The new airport is zoned for five miles around, as against Dallas' present Love Field, which is located in the center of a thickly populated area somewhat similar to the one at Newark, New Jersey, where there have been two sad, unfortunate tragedies, killing many people on account of the airport being located in a section surrounded by residential homes.

Again, I apologize for the length of this letter and for bothering you with a purely local "civic pride" matter between two cities. I realize it is a matter you should not be bothered with, and it is an imposition to ask you to read so long a communication, but as previously stated, the attitude of Mr. Gurney and the C.A.B. was in keeping with the spirit of the C.A.B. to encourage the development of the best possible air service for the traveling public

- 6 -

throughout the nation and, frankly, the members of our committee feel that Mr. Crossman owes Chairman Gurney, as well as members of the C.A.B., an apology for his ill-tempered, uncalled for tirade and the accusations made therein, which were unjust and not substantiated by facts.

My apologies again. You are a good sport for even reading the letter.

Best wishes,

Sincerely,

COPY