

SOUTHERN AIR TRANSPORT, INC.

GENERAL OFFICES LOVE FIELD

DALLAS
T E X A S

October 12, 1930.

Mr. Amon G. Carter,
Fort Worth, Texas.

Dear Mr. Carter: Building requirements for operation of Southern Air Transport, Inc. and associated companies.

Southern Air Transport, Inc. and companies associated with it operate the following routes:

PASSENGER: Tri-motored:

Fort Worth and Dallas to Kansas City through Tulsa
Fort Worth and Dallas to Los Angeles
Fort Worth and Dallas to Atlanta

Single-motored:

Fort Worth and Dallas to Brownsville
Fort Worth and Dallas to Houston

MAIL:

Fort Worth and Dallas to Los Angeles and Atlanta in conjunction with tri-motored passenger service.
Fort Worth and Dallas to Brownsville
Fort Worth and Dallas to Houston and Galveston
Houston to New Orleans
New Orleans to Atlanta
San Antonio to Big Spring through San Angelo (this will later be developed to combination mail and passenger service.)

The operation of these lines, being one round trip each way per day, involves approximately 358,000 miles of monthly flight, constituting one of the largest single operations in the United States. At present we employ approximately 325 employees and this will be expanded within the next few months to 400. Of these four hundred employees approximately one half of them, or 200, will be stationed in the city where the general offices and central operations are maintained. When the above lines are all in operation we estimate that the annual payroll of this division will approximate \$1,000,000.00 to \$1,200,000.00 annually.

It is difficult, of course, to estimate just what our requirements for hangar, shop and office space will be, but based on our present requirements with a reasonable estimate for expansion necessary on account of the lines which will go into operation on October 15th. we believe that the following buildings will be required:



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1. ADMINISTRATION BUILDINGS:

One two story building approximately 100'x120', the first floor to provide passenger terminal, ticket office, baggage rooms, mail distribution room or rooms, telegraph offices, radio offices, restaurant, weather bureau, and field administration offices. The second floor will be devoted entirely to the general offices of the company.

2. STORAGE AND SERVICE HANGARS:

One building of one story height, approximately 90'x350' for storage and ship service requirements. This building would have at the back an addition probably 200x40 for tool rooms, shop offices, heating plant, radio research department, stock rooms, and other necessary offices.

One building of one story height approximately 225'x90' for aircraft overhaul facilities. This is to store aircraft while being overhauled.

3. SHOP FACILITIES:

One building of approximately 100'x250' dimensions for engine overhaul, aircraft overhaul, aircraft painting, woodworking department, sheet metal, welding, sandblasting, oil reclaiming, and other major overhaul facilities. This building will be one story in height.

4. OTHER BUILDINGS:

Other small buildings will be required, one for fire truck, one for ambulances, one for storage of field automotive equipment. All of these requirements could be met by one building suitably arranged. In addition there should be provided at least two small residences on or near the field for men who are required to be on hand at the field at all times for emergency calls or for maintenance of fire fighting apparatus.

SPECIFICATIONS OF BUILDINGS:

All buildings should be of fireproof construction and all buildings with the exception of the administration building should be equipped with concrete floors. Suitable concrete ramps and approaches will be needed for operation of aircraft from and into these buildings. Aircraft would be taken to and from buildings in most case by tractor towing.

COST OF ERECTION:

Nothing but an estimate can be given of the cost of these buildings. From what I know of the cost of the buildings which we at present occupy at Dallas I would estimate that the above buildings would cost a minimum of \$350,000.00. This figure does not include any amount for installation of sprinkler equipment which should be had for the protection of both the owner of the buildings and the operator of the aircraft and other equipment housed therein. This estimated figure does not include any estimate for concrete ramps and runways leading to hangar which should be included in the cost of



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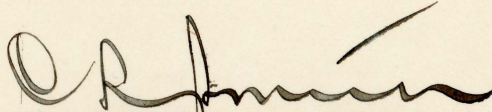
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the airport.

I have based my estimate of requirements on our immediate needs and on expansion which is now definitely assured. It is possible that these buildings would provide suitable facilities for our operation for a number of year to come, on the other hand the rapid growth of the industry precludes any accurate estimate of what is to come. Our present requirements are based on a service of one ship each way per day on each route. If the airplane transportation business comes anywhere near our expectations and belief we will within a few years have a number of schedules each way per day on each route. This expansion cannot be accurately estimated and the estimate which I have given in this letter is a conservative estimate of our present and projected requirements based on schedules which we know definitely are going to be run.

Yours truly,



Vice-President and General
Manager of SAT and associated
companies.

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