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DALLAS

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DALLAS (Tex.) DISPATCH

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**LOVE FIELD IS
LOSER; PAYROLL
IS \$500,000**

Amon Carter's Winning of
American Airways for Fort
Worth Near Completion.

SKELLY PASSES UP DALLAS

Tulsa Firm Negotiating Space
Here Decides to Keep School
In Oklahoma.

Because of pressure brought to bear by a faction led by Amon Carter, Fort Worth publisher and recent director of American Airways, Dallas will lose the last remnants of a \$500,000 payroll when the line completes moving back to Fort Worth's Meacham field in a few weeks.

No instructions have been received yet for officials to transfer the last 75 men and the remaining \$100,000 of the payroll to Fort Worth, but they are expected any time. Contractors are busy on Macham field building a \$150,000 steel, brick and concrete hangar at the expense of American Airways. American Airways is paying for the hangar and will pay overhead costs on it.

Seventy-five employees in the repair shops were transferred to the neighboring city in March, bringing payrolls there to \$200,000. The \$500,000 here had been trimmed considerably by dismissals in economy moves.

The city of Fort Worth, thru Carter, F. G. Coburn, deposed president of the corporation, and others, has granted the Airways Corp. a 20-year franchise for the firm to operate planes on the field free of charge. Space for the hangar was granted free of charge, also.

Contract Is Rigid.

Carter so tied American Airways to the contract with Fort Worth that it is expected the corporation must remain on that city's airport until expiration of the free franchise.

After surviving several shake-ups in the airways organization, Carter has resigned as a director.

A group of Dallas Chamber of Commerce men, including Joe Lawther, Hugh B. Parris, E. N. Noyes and others, organized the Airport Utilities Co., two years ago, acquired land adjacent to Love field, and built hangar and a spacious administration building.

American Airways was then induced to move in from Fort Worth. Rentals to the company totaled \$15,000 a year. The aviation firm signed a 20-year franchise with the city of Dallas for operation on Love field at \$1000 a year the first five years, with 25 per cent increases every five years thereafter. Two years of the franchise have run.

Little to Gain.

In moving to Fort Worth, American Airways saves the \$15,000 a year here, but must pay overhead expenses there on its hangar, which will run almost \$15,000 a year. It was understood that no airways official in this section agreed with Carter in wanting the division office moved to Fort Worth.

American Airways still occupies the administration building here and only a small part of the airport utilities hangar. These will be vacated when moving is completed. The firm then will occupy only its own hangar at Love field and several men will remain here, the payroll amounting to only several thousands of dollars annually.

About 90 men are now employed in Fort Worth and 53 here.

Eight lines terminate both in Fort Worth and Dallas, but the passenger travel is more than twice as heavy in and out of Dallas.

Most of the planes will remain overnight in Fort Worth now that repair shops are back there.

Fort Worth's field is much smaller than Dallas' and runways are limited. The Airways Corp. is in a temporary building there now pending completion of the hangar.

The city of Dallas made no effort to meet the offer made by the city of Fort Worth.

Officials Don't Talk.

City Manager Edy and Airport Manager Preston Sneed decline to discuss the removal. Members of the Chamber of Commerce aviation committee and the Airport Utilities board of directors also refuse to talk about the loss of the air line headquarters.

The Airport Utilities hangar will be entirely vacant when the moving is completed. Skelly Oil Co. tried several times to secure a hangar to run a flying school at Love field, but was reported Friday as buying additional land in Tulsa, Okla., and abandoning plans for moving.