

FORT WORTH
CHAMBER OF COMMERCE

FORT WORTH, TEXAS

TELEPHONE 3-2491

114 EAST EIGHTH STREET

November 10, 1943

Honorable Jesse Jones
Secretary of Commerce
Washington, D. C.

RE: Midway Airport
Arlington, Texas

Dear Mr. Secretary:

Mr. Carter has submitted to our organization copies of his correspondence with you including your letter of October 28 to him and his wire of November 6. Mayor McCrary has also furnished a copy of your letter of November 1 to him, on which it is indicated that this letter is a duplicate of one sent to Mayor Rodgers. Representatives of the Chamber of Commerce and the City have gone over this matter quite thoroughly. The map of the airport layout which was enclosed with your letter of October 28 to Mr. Carter shows that the proposed future parallel runways are laid down in general to the east of present runways with the result that the entire future development of the airport including future hangars is extended four-tenths of a mile further east than the present boundary line of the airport.

We believe from preliminary study of the topographic map that such parallel runways could have been laid down so as to push the development to the west just as easily as to the east. The alternate location for the administration building lying farthest east is in fact within a quarter of a mile of the eastern boundary of the present airport. It can only be referred to as north central location due to the proposed future extension of the whole airport set-up to the east.

We believe further that the alternate location of the administration building near the northeast corner of the airport will not permit of adequate parking space and that the proposed reservation for hangars and shops on the east side of the field is located on ground which is low and expensive to develop, in comparison with the sites on the west side of the field originally proposed by the engineers of CAA.

In your letter of October 28 to Mr. Carter you indicate that while two locations for the future administration building along Highway #183 have been designated, either of which would be satisfactory, it is not necessary to determine that matter at this time, and that it probably should be left up to the airport management and the commercial operators to decide in the future. You further suggest that the way is now clear to go ahead with the proposed extension of the runways and the building of parallel runways when needed.

However, Mayor Woodall Rodgers of Dallas has apparently interpreted your letter to him as approval of Dallas's contentions for the location of the administration building at the site indicated near the northeast corner of the airport. The enclosed clipping from the DALLAS NEWS makes this very clear. They further claim full approval of all their contentions regarding the airport, but even then insist

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that the port should only be used for transcontinental and international one-stop flights.

We believe that the responsible leaders of Fort Worth at this time will be in agreement with any plans to extend the present runways as may be needed by the government in connection with the military program. We will also be favorable to the development of parallel runways when needed, but will respectfully urge that careful study be given to the possibility of other locations for the parallel runways which will not tend to move the airport to the east. Since you do not propose to definitely locate the building site at this time, we trust that you will make no commitments favorable to the so-called north central location which is near the northeast corner of the airport. This would place the location of the entrance to the administration building approximately two miles closer to Dallas than to Fort Worth by present main highways. Since Dallas has made it a condition that Irving be a co-sponsor if they enter the program, it seems obvious to us that the Irving road will continue to be used just as it is now.

Without going into the long argument which was submitted before you and the CAA representatives last March, this last alternate location for the administration building is contrary to the spirit of the whole agreement entered into between Dallas, Fort Worth and Arlington at the time of the conference before General Clay, then Secretary of the Airport Approval Board, in Fort Worth on October 16, 1941. This understanding was the basis for the whole midway airport location and development to date. That agreement was for the midway location of the airport so as to permit of an exact midway location of the administration building. Dallas was represented by its own selected leaders, including the Mayor and the City Attorney, at this conference.

The CAA proceeded with its survey and selected the present location for the airport and proposed the location of the administration building and hangars on the west side of the airport in order to meet the agreement of a midway location. They have also stated that the topography and landing conditions on account of prevailing winds are best served by that location. That layout was submitted to all three cities. Fort Worth accepted the same, although it preferred an airport site farther west, and agreed to join in the sponsorship. Dallas did not act on the matter at that time and the construction of the port proceeded under the sponsorship of Arlington for over a year to practical completion.

Then Dallas raised serious objections which resulted in the hearing previously referred to before the CAA representatives and you last March. On August 7, Civil Aeronautics Administrator Stanton sent a letter to this organization and to Dallas and others concerned, suggesting a revised location of the administration building, placing the same near the northwest corner of the port which is now shown as the western location on the map you submitted. Although this location is a little closer to Dallas than to Fort Worth according to airline distances or present used highways, Fort Worth promptly agreed to this location. A little later the Midway Airport Corporation requested both Fort Worth and Dallas to appoint representatives on the Board of Management of the Midway Airport. The Fort Worth Chamber of Commerce and the City agreed upon the appointment of City Manager S. H. Bothwell. Therefore, our record to date is one of complete cooperation with the CAA and the Midway Airport Corporation.

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We still stand ready to cooperate with any program which carries out the spirit of the agreement made between Dallas, Fort Worth and Arlington at the October 1941 conference before General Clay, previously referred to. We do not believe that, because we have cooperated, we should be penalized in favor of Dallas, which has refused to cooperate in every step proposed since the time when they got us to agree to a midway location for an airport, and whose Mayor now states that even though they have obtained everything they have asked for, they still will not agree to the airlines using the midway airport except for single-stop transcontinental or international flights.

Respectfully submitted,

FORT WORTH CHAMBER OF COMMERCE

By William Holden,
William Holden
Executive Vice President

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Encl.