

November 6, 1943

MEMO IN REGARD TO MIDWAY AIRPORT BUILDING SITE LOCATIONS:

The letter from Honorable Jesse Jones, Secretary of Commerce, of October 28 states that:

1. The City of Dallas placed conditions upon its entering into cooperation in the further development and use of the Midway Airport over some of which the CAA does not have jurisdiction and consequently it is not possible to commit the Government to the same.
2. At an unofficial conference between representatives of airlines and CAA, "they made it clear that they were vitally interested in the maximum development of this tract as a highclass scheduled air transport airport which would give maximum service to the two cities, would serve as a main fueling and service stop on transcontinental runs, and as an important junction and transfer point between the various airlines involved."
3. The department has worked out an airport runway and building location layout in accordance with the enclosed sketch providing for two alternate locations of the administration building along Highway 183, one to be near the northwest corner of the airport (as proposed in Mr. Stanton's letter of August 7) and the other located near the northeast corner of the airport, (the latter undoubtedly being the one proposed by Dallas interests.) Alternate location of future hangars, shops and other structures are shown on both the west side and the east side of the field.
4. They have planned the extension of present runways to the full length possible and suggest that this should be followed by parallel runways. The proposed development of the runways and landing field can go ahead without reference to which building location is finally selected, and they suggest that this should be done at this time.
5. Mr. Jones suggests that since the airport management and the commercial operators will have to foot the bills for the necessary structures, they should be the ones to decide where the various structures should be located.

Fort Worth originally agreed with representatives of Dallas to a midway location of the airport and the exact midway location of the administration building. At an all-day conference presided over by General Clay, then secretary of the Airport Approval Board, representatives of both cities fully agreed to that proposition. The CAA selected the location of the present port with the proposed location of buildings on the west side of the port so that the latter would be half way between the two cities. Fort Worth accepted this location of the port and buildings, although it preferred a site approximately one-half mile further west which would have been exactly half way between the two cities. We agreed to join in the sponsorship of the port at the request of the CAA in January 1942. Dallas did not join in the sponsorship. The construction of the airport proceeded, and in March 1943 Dallas seriously objected to the location of the building site proposed by CAA on the west side of the field. A hearing was held before Secretary Jones and the Civil Aeronautics Administrator the latter part of March 1943.

On August 7 Civil Aeronautics Administrator Stanton sent a letter to the Fort Worth Chamber of Commerce and no doubt to Dallas and others concerned suggesting a revised location of the site for administration building, placing the same near the northwest corner of the airport and asking for approval on this location. 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 as our representative and this was done. Therefore, our record to date is one of complete cooperation with the plans of the CAA and the Midway Airport Corporation.

We believe that Fort Worth at this time will be in agreement with any plans to extend the present runways and develop parallel runways as may be needed by the Government in connection with the military program. However, we do not believe there is any justification or fairness to the proposal to locate the future building site near the northeast corner of the airport. This would place the location of the entrance to the administration building approximately ~~one and~~ *two* ~~one-quarter~~ miles closer to Dallas than to Fort Worth by either airline or present used highways. It 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 previously referred to.

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

Again we are willing to cooperate and agree with the CAA and airlines in development of the runways for present wartime use. We will still oppose strongly any future location of the administration building near the northeast corner of the airport.

William Holden

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