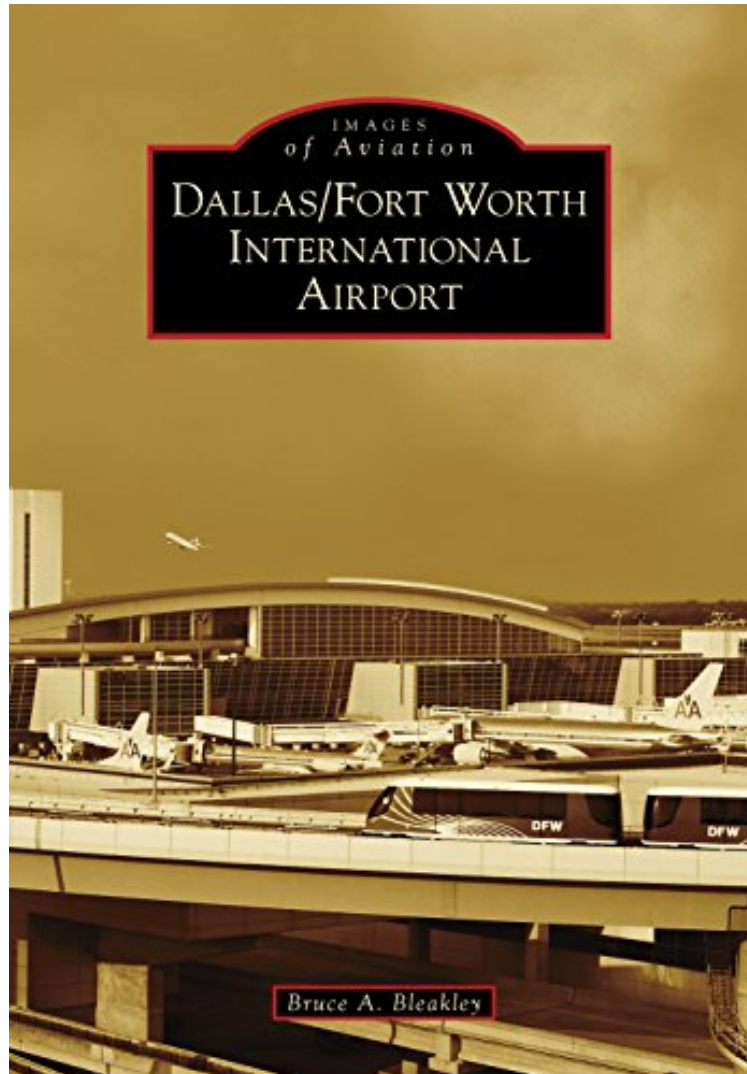


(Read free) Dallas/Fort Worth International Airport (Images of Aviation)

## Dallas/Fort Worth International Airport (Images of Aviation)

*Bruce A. Bleakley*

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**Bruce A. Bleakley : Dallas/Fort Worth International Airport (Images of Aviation)** before purchasing it in order to gage whether or not it would be worth my time, and all praised Dallas/Fort Worth International Airport (Images of Aviation):

2 of 2 people found the following review helpful. Fasinating HistoryBy JorgeAs early as 1927 there had been some discussion of the construction of an airport to serve the cites of Ft. Worth and Dallas, Texas. Nothing at that early time really came to fruition. Subsequently each city went it's own way. After some years of bickering and "one up man ship" including constructing separate new air port facilities with two new air conditioned terminals in 1937 and 1940, the cities of Dallas and Ft. Worth, stimulated by a Federal Civil Aeronautics Board offer of funding if an agreement on a joint airport could be reached, made an agreement that was completed in October 1941. The location was identified

as ARLINGTON on a contemporary area chart, surprisingly close to the location of the earlier GSIA and today's DFW. As the planning and designing progressed an engineering firm designing the airport's layout presented a plan showing the terminal located on the West side of the proposed air field facing Ft. Worth. Dallas officials strongly protested and in the resulting controversy Dallas withdrew from the project in 1943. Another two decades of enmity followed and two separate air ports: the already operational since 1924 Meacham Field in north Ft. Worth, then later the new Amon G. Carter Field, which became Greater Southwest International Airport and the Dallas facility, Love Field, continued to be developed separately. GSIA had the better site, actually some of the land where DFW is today, and facilities, but, Love had much more traffic demand although with one major flaw. Love's site did not have space for expansion to meet the needs of the "jet age". On April 17, 1964, the CAB, after again much squabbling between the two cities, issued a ruling that neither cities airport would be recognized as the primary facility for the Dallas-Ft. Worth region. The cities were given 180 days to develop a plan for a joint airport or the CAB would do it for them. Some might surmise that new President Lyndon B. Johnson had a hand in this CAB pronouncement as he would have been keenly aware of the cities' constant squabbling and he would have had little sympathy for the conservative Republican leanings of the Dallas political powers at the time. By May 1965 a Memorandum of Understanding was reached by the respective cities' councils. This ruling caused the evolution of the Dallas/Fort Worth International Airport, DFW, and is well documented by text and excellent illustrations in this interesting volume. From the perspective of someone who was living in Texas at the time and experienced both Love Field and Greater Southwest Airport the history is more personal. However in today's world of international mega airports after forty years of existence the original plan of this airport shows its superiority and its adaptability to change. The design of multiple mega airports built in recent years has focused on a single large terminal; Beijing Capital, Berlin Brandenburg (Under construction), Hong Kong, and Dubai, for example. These designs, although spacious in layout still concentrate masses of passengers in certain areas. The DFW design disperses these masses throughout the five terminals with planning for a sixth now under consideration. And the efficient automated Skylink airport train is able to get a passenger from the most distant point in one terminal to that of another terminal in less than ten minutes without having to leave the secure air side area. Just recently, Dallas Area Rapid Transit (DART) has opened it's DFW station in Terminal A connecting the airport to downtown Dallas and many other areas of the DFW Metroplex. A similar connection from Terminal B to downtown Ft. Worth is being planned. For ease of use for the originating or connecting airline passenger this airport should easily rank in the top five of mega airports worldwide.

Encompassing 27 square miles, Dallas/Fort Worth International is one of the world's largest and busiest airports, accommodating more than 150,000 passengers each day. The 1974 opening of D/FW was preceded by nearly half a century of an often acrimonious aviation rivalry between Dallas and Fort Worth that featured a colorful cast of business leaders, municipal officials, and airline executives. Through its first 40 years, D/FW grew from a regional hub into a global crossroads for passenger and air cargo service. Bold, imaginative leadership sustained the airport through the failure of its largest tenant airline, the effects of 9/11, an air traffic controllers' strike, and more than one fuel crisis. An extraordinary economic engine for North Texas, D/FW stands poised to become home to the world's largest airline, validating the original planners' dream of a dynamic focal point for domestic and international commercial aviation.

About the Author Author Bruce A. Bleakley, a 20-year Air Force veteran with 5,000 hours of flight time, is the museum director of the Frontiers of Flight Museum at Dallas Love Field Airport. The images in this book, many previously unpublished, come largely from the Frontiers of Flight archives, the C.R. Smith American Airlines Museum, the History of Aviation Collection at the University of Texas at Dallas, and Dallas/Fort Worth International Airport.