

American Airlines INC.

Meacham Field
Ft. Worth, Texas

February 19, 1936

Mr. Amon G. Carter,
Fort Worth Star-Telegram,
Fort Worth, Texas.

Dear Mr. Carter:

In reply to your inquiry about the discontinuance of certain services rendered by Braniff Air Lines out of Dallas to Tulsa, Oklahoma, the writer was in Washington at the time Braniff Air Lines appeared before the Post Office Department for a hearing which had been requested by the American Airlines because of certain competition over American Airlines' route between Dallas and Tulsa.

The Post Office Department awarded a mail contract to Braniff Air Lines which is routed from Dallas to Fort Worth; Oklahoma City; Wichita, Kansas; Kansas City, Missouri and Chicago. The American Airlines' mail contract begins at Dallas and goes to Chicago via Fort Worth, Oklahoma City, Tulsa, Springfield and St. Louis. The new air mail law provides that one airline cannot compete with another airline over the same route, other than those portions designated by the Post Office Department, and it so happens that the Fort Worth - Oklahoma City portion of the Fort Worth - Chicago air mail route is flown both by Braniff and American Airlines, as authorized by the Post Office Department, but at Oklahoma City American Airlines leaves the Braniff route and goes via Tulsa and St. Louis to Chicago, or we may say that the Braniff line leaves the American Airlines route at Oklahoma City and goes to Chicago via Wichita, Kansas and Kansas City.

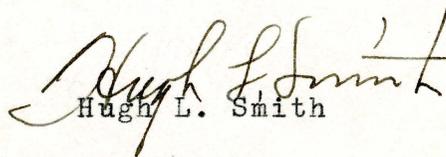
Braniff Air Lines, in an effort to compete with American Airlines for passenger service between Fort Worth, Dallas and Chicago, inaugurated a passenger schedule that flew direct from Dallas to Tulsa to Kansas City. This schedule did not carry mail. The American Airlines protested to the Post Office Department about this schedule because it offered competitive service from Tulsa to Dallas and shortened Braniff's route to Chicago. Therefore Braniff and American Airlines appeared before the Post Office Department in Washington and after all the evidence was submitted the Post Office ruled that Braniff would discontinue this particular schedule through Tulsa and that Braniff would fly their schedules over their authorized air mail route, via Oklahoma City.

Incidentally, at the hearing in Washington Braniff Air

Lines brought in senators and congressmen from Oklahoma and all of these gentlemen got up before the Post Office Committee and indicated that it was their understanding that American Airlines was requesting the cancellation of the Braniff air mail contract and that Oklahoma would have no service to Kansas City. This was entirely in error and was never entirely clarified for the benefit of spectators who were present at the hearing. We are attaching hereto newspaper clippings from the February 6 issue of a Tulsa newspaper. It now appears that Braniff is leaving the same impression with the people of Dallas, which no doubt prompted the editorial in the Dallas News.

It is regrettable that the Dallas News could not realize the real loss in having Bowen Air Lines forced out of business because of certain unfair competition and the lack of sufficient patronage by the people of Texas. This air line operated from Fort Worth and Dallas to South Texas cities for five and one-half years. They set up an enviable record for safety and efficiency, and it seems that in their haste to play up some item that was relatively unimportant the Dallas News overlooked a very good opportunity to express some appreciation for the services rendered by Bowen Air Lines.

Yours very truly,


Hugh L. Smith

HLS:W

IF YOU WANT TO
MORNING FIELD
AMERICAN AIRLINES
27