

Mr. C. R. Smith,
Chairman of the Board
American Airlines, Inc
100 East 42nd Street
New York City, N.Y.

Have just read Sam Pace's press release stating American Airlines policy of replacing DC-3s with larger capacity DC-4s was responsible for the suspension of Fort Worth-Mexico City service due to the fact Fort Worth airport runways are too short for operation of fully loaded DC-4s (according to my information they have not been fully loaded for some time) PERIOD That will be sweet music to ^{your} ~~the~~ kind, loving friend, Woodull

Rodgers and others in Dallas who have consistently supported American even~~ing~~ to the extent of trying to prevail on CAB to grant Braniff a permit to operate from Dallas to New York as well as trying to cancel your present valid contract with Love Field PERIOD It has begun to look like the best way to get along and secure good service is to get tough and give the airlines hell as they seem to "mak 'em" like it, as Fort Worth's friendly attitude and consistent cooperation is kicked aside and the city made to suffer the extreme embarrassment of being left off the line to Mexico City PERIOD It may please your buddies in Dallas. As a matter of fact for some unaccountable reason Fort Worth seems to have been in American's dog house for a long time for first one reason or another. Naturally, I am not only greatly disappointed, but extremely sorry as I cannot help but think this move on the part of American's management and the manner in which they handled the release is not only a serious mistake but a colossal blunder, irrespective of the necessity of your economy program of which I am throughly in sympathy. There has been an old saying "It is a long way from cornbread to caviar but sometimes just a short way back". I feel quite sure Fort Worth and the folks in West Texas will deeply regret this slap in the face and what you make or save on the oranges you could possibly lose on the bananas or be like the man who walked to town for four years as a matter of economy and finally found out he had not saved enough money to have his shoes halfsoled. You are spending a lot of money on public relations to secure good will from cities and avoiding gasoline taxes and making friends with the public and simultaneously

give your friends of long standing a kick in the pants. This cold blooded inconsiderate attitude of American might be the means of creating a sentiment on the part of the City of Fort Worth to partition the CAB to extend Pan American from Brownsville service to Fort Worth or Delta or someother line who might be willing to give Fort Worth and West Texas Mexico City service.

C.R: American just cannot do a thing like this to our city and not suffer in the long run. ^{unpleasant} The thoughtless manner in which the action was taken makes it even worse, as it smacks of the old railroad tactics "The public bedammed". These folks are not fair weather friends but have been your friends continuously from the time the company was on its fanny until the time it seems to have almost gotten back there again. Why would it not be possible to have run one DC-4 either through from New York or Chicago to Mexico City whichever one would have been able to carry the best load factor and have the other DC-4 stop in Fort Worth and proceed to Mexico City in a DC-3. This combination would give you a total of 71 seats daily and would no doubt take care of the Mexico traffic under present conditions PERIOD I realize you are not going to like this telegram. For that I am truly sorry as I feel quite sure you have had no friend ^{such as I} any more loyal or appreciative of your ability or who has supported you more vigorously than I have and I have always found it profitable in the long run to stick with our old friends ^{at least} until the new ones have been tested out PERIOD Naturally, I am tremendously interested in the progress and development of American, at the same time I am sure you, or least I hope, cannot fail to appreciate also my loyalty to Fort Worth and its territory. The entire matter is extremely embarrassing ^{to me} and I still hope you ^{will correct the situation} can repair this almost irreparable damage. It is not too late yet and I hope you will give it another look. In the friendliest manner I mentioned once before - it is more difficult to run a business catering to the public than operating as you did so successfully the world's largest government airline. As previously stated, it may be the company has unconsciously grown so big it has lost contact with itself PERIOD Would it be possible to operate DC-4s in accordance with CAA limitation at Fort Worth. My understanding is CAA permits approximately gross

before they are fixed

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loads of 62,000 pounds for a DC-4 which you are operating at a much lower figure at least low enough to leave Fort Worth off the DC-4 schedule.

The arbitrary manner in which this matter was handled smacks of the old railroad tactics "the public be damned."

On further investigation I have found evidence in the Reservation Department in Dallas in answer to a request for reservation to Mexico City that it was a legal matter. This naturally could not do other than lead me to the conclusion that American has ~~given~~ requested CAB to change its original permit, which as I understand was granted from Fort Worth-Dallas to Mexico City to one that would eliminate Fort Worth from the permit; and the further fact that you have acquired substantial additional space in Love Field leads me to believe this matter must have been under consideration for several months. X Therefore, I am disappointed ~~that~~ they could not have discussed the matter at the recent meeting in St. Louis as the first indication I had was your letter of November 20 PERIOD W^ould you be good enough to let me know just when the move was definitely decided as Red Mosier told me in New York that he only knew about it a few days ago PERIOD This brings up the question again of the advantage of at least keeping the directors familiar with a serious action of this kind so they could be prepared and not have ~~the~~ it bust right in our face a few days before it becomes operative PERIOD As stated to you in New York Monday the City of Fort Worth is going ahead now and will let the contract within a few days for the extension of our runways to 5200 feet at Meacham Field at an expense of about \$300,000 PERIOD This should be some evidence to you of the importance the city

Council considers the necessity of providing the airlines with adequate facilities.
So, in the press release if they could have made it a little more human or christian
spirited by stating that this ^{as a} temporary suspension would only be in effect pending
the necessary airport improvements to permit in your judgment the DC-4's with
safety, Frankly, C.R., ~~in this case the airline is not responsible~~ Fort Worth has never been
placed in a more embarrassing situation in my time by any one or any company. Again,
I hope you will give it another look and as usual with best personal regards.