

From American Airlines System
Public Relations Division
730 Southern Building
Washington, D. C.

TUESDAY, APRIL 9, 1946

FOR IMMEDIATE RELEASE

American Airlines will be able to provide non-stop service between Chicago and Los Angeles, San Diego, Phoenix, Tucson and El Paso if its routes 4 and 30 are consolidated, witnesses for the airline told Civil Aeronautics Board Examiner Herbert Bryan at a hearing today.

Willis G. Lipscomb, American's Director of Sales, testified that similar non-stop service between St. Louis and the Arizona and California points would be possible under the route combination. He added that if the consolidation is approved by the CAB, American Airlines also will be able to provide one-stop service from Buffalo and Detroit to the Arizona-West Coast areas.

The proposed non-stop flights would be in addition to the service now offered along the two routes.

Improved air service between Arizona-California points and such cities as Rochester, Syracuse, Albany, Battle Creek, Michigan; Joplin and Springfield, Mo.; and South Bend and Peoria would be another result of the route consolidation, Lipscomb said.

By utilizing four-engine Flagships over the combined route, American Airlines will provide air travelers time savings of considerable proportions, Lipscomb testified. He listed these as:



CITIES	TIME SAVINGS	MILE AGE SAVINGS
Los Angeles-Chicago	1:05	114
Los Angeles-St. Louis	:46	42
San Diego-Chicago	:57	83
San Diego-St. Louis	:41	22
Phoenix-Chicago	:53	70
Phoenix-St. Louis	:41	24
Tucson-Chicago	:47	46
Tucson-St. Louis	:39	14
El Paso-Chicago	:40	18
El Paso-St. Louis	:36	5

Twin-engine DC-3 aircraft are now being operated over these routes. The time saved by replacing them with the faster, four-engine DC-4 Flagships over the combined route would reach as much as 5 hours and 52 minutes on the Chicago-Los Angeles non-stop flight.

Fred W. Gill, economist for American Airlines, said that consolidation of the two routes would allow substantial reductions in direct flying costs due to the long-range of four-engine aircraft to be used.

Thomas L. Boyd, Assistant Director of Flight for American Airlines, testified that consolidation of the routes would make possible longer, non-stop flights. He said that the DC-4 Flagships, which American proposes to operate over the route, permit fast non-stop flights of long range, and that the consolidation would increase operating and administrative efficiency.

#####