

Class of Service Desired	
Fast Day Message	
Day Letter	
Night Message	
Night Letter	

Sender should mark X opposite the class of service desired, otherwise the Telegram will be transmitted as a FAST DAY MESSAGE.

To

Telegraph Company

Send the following telegram, subject to your usual terms and conditions, which are hereby agreed to.

CONFIRMATION OF TELEGRAM

RECEIVER'S NO.

CHECK

TIME FILED

Fort Worth, Texas
November 29, 1946

Mr C R Smith
Chairman of the Board
American Airlines Inc
Hotel New Yorker
8th Avenue and 34th Street
NEW YORK CITY N Y

Have just read in The Star-Telegram of the intention (confirmed by Sam Pace) of American Airlines to suspend Fort Worth-Mexico City service. The published reason is that Fort Worth airport runways are too short for the operation of fully loaded DC-4s, though according to my information they have not been fully loaded for some time. However, I have been informed that your reservation department at Dallas, in rejecting an application for a reservation for Mexico City, said the suspension was a legal matter. This leads me to conclude that the American has requested CAB to change its original permit granted from Fort Worth-Dallas to Mexico City to one that would eliminate Fort Worth from the permit. And the fact that you have acquired a substantial amount of additional space at Love Field leads me to believe this matter must have been under consideration for several months.

I appreciate fully that this decision may be considered strictly an operating matter. Nevertheless, I think as a matter of policy it should have been discussed at the recent meeting in St. Louis, so that your directors would have been informed of it, or at least the one it affects the most, and not have it "bust" right in his face a few days before it became effective. The first indication I had of it was your letter of November 20, and Red Mosier told me in New York that he knew about it only a few days ago.

This decision, regardless of the cause, will be sweet music to your kind, loving friend Mayor Woodal Rogers, and others in Dallas, who have consistently opposed American on many occasions, even to the extent of trying to induce CAB to grant Braniff a permit

Paid—Charge to
STAR-TELEGRAM

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to operate from Dallas to New York and to cancel your present valid contract with Love Field. The legislative representative of Dallas also supported vigorously the local Aviation Bill. Sometimes it seems like Mayor Rogers' policy of harassing American Airlines turns out to be more profitable than the cooperation you have received here. Fort Worth's consistent cooperation is kicked aside and the city is made to suffer the extreme embarrassment of being left off the line to Mexico City. But for some unaccountable reason Fort Worth seems to have been in American's dog-house for some time.

I think the action and the manner in which it was taken is a colossal mistake. I say this with all due deference to you and irrespective of the necessity of your economy program, with which I am in thorough sympathy. You may save some money by this action, but you may find yourself in the same position of the man who walked to town for four years as a matter of economy and then found he had only saved enough to have his shoes halfsoled.

You are spending a lot of money to create and maintain good will and make friends, and at the same time you give your friends of long standing a kick in the pants. This rebuff to Fort Worth will likely create resentments that may well result in support of applications of other carriers to serve the Fort Worth-Mexico travel.

C. R. you just cannot do a thing like this to our folks. They have been your friends and American's friends from the time the company was on its "fanny" until now, when it seems the company is about to land there again. They have not been fair weather friends, but have stood by you and American through thick and thin, and I think you owe to them an obligation that is far more important than the money or inconvenience you may save temporarily by this decision. Fort Worth has met every demand of aviation progress as it has developed, and within the next few days will let contracts for the extension of Meacham

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Field runways to 5200 feet at a cost of approximately \$300,000. This should be evidence to you of the importance with which this city regards aviation and its willingness to provide the airlines with adequate facilities. (In addition Fort Worth has acquired 2400 acres of land on which they are to build one of the finest airports in Texas).

I fear you will not like this telegram. If you do not I shall be sorry. I feel sure that in the past you have had no more loyal friend, one more appreciative of your ability or who has supported you and your programs more vigorously. And when I say that this decision is a blunder and that you can not run an airline, dependent upon public patronage and good will, on the same basis as you so successfully ran the world's largest government-owned airline during the war, I do so in the friendliest spirit and with the best interests of you and American at heart. I am tremendously interested in the progress and development of American, but I hope at least that you appreciate also my loyalty to Fort Worth and its territory. The matter is extremely embarrassing to me as well as to Fort Worth.

I still hope that you will correct this situation before irreparable damage to American has been done, and it seems to me you could do so. Would it not be possible to run one DC-4 through from either New York or Chicago to Mexico City, whichever would have the best load factor, and have another DC-4 stop in Fort Worth, and the passengers proceed to Mexico City in a DC-3? This combination would provide a total of 71 seats daily and no doubt would take care of Mexico traffic under present conditions, until such time as Fort Worth Runway extensions can be completed. Or would it be possible to operate DC-4s in accordance with CAB limitations at Fort Worth? My understanding is that CAB permits a gross load of approximately 62,000 pounds for DC-4, which you are operating at a much lower figure, at least low enough to leave Fort Worth off the DC schedule.

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Fort Worth, in my time, has never been more embarrassed by the action of any company or individual than in this instance, and again, C. R., I hope you give the matter another look and correct the situation before it is too late.

As usual, my best personal regards.

Amon G. Carter