

May 27, 1944.

Mr. Ralph S. Damon,  
Vice President & General Manager,  
American Airlines, Inc.,  
100 E. 42nd Street,  
New York 17, N. Y.

Dear Ralph:

During my absence from the office, your letter of April 20 arrived enclosing the memorandum regarding "War Priorities are Supposed to Travel Faster". Later on, when I returned to the office, the letter was covered up with an accumulation of unanswered mail and by the time I could get to it, I was laid up for a week or ten days with a slight case of the flu. Following this, my secretary was out of the city, having taken my niece to St. Louis for a serious operation, so my office has been bungled up as badly as possible.

In any event, I am writing General Arnold today as per the enclosed copy. I have no idea it will be of any particular benefit as I feel that the General is thoroughly familiar with the importance of your problems and, I am sure, will continue to do everything consistently possible to remedy them as quickly as possible. Naturally, I am interested at all times in cooperating with you in your efforts one hundred percent, so do not hesitate to call on me at any time if there is any possible way you think I could be of help.

Hugh Smith is here today. I also just had a call from Frances Callery, who is passing through enroute to the coast. Charles I. Stanton of the Civil Aeronautic Administration will arrive here tomorrow, so we are still busy with distinguished guests. So far, we have never lost one on account

of inattention on our part, so you bear this in mind any time you are through this way and be my guest at the Fort Worth Club in my apartment, which has all the necessary acoustics.

I will probably be in New York about the 9th of June. I hope to have the pleasure of seeing you then.

Best wishes,

Sincerely,

AGC.SB

Dear \_\_\_\_\_

I am enclosing a sheet with some startling statements about how our war effort is being slowed down due to the lack of airplanes assigned to the airlines.

If anyone questions the authenticity of any of the statements, you can quote me (if you want to).

If you think the cause is worthy, would you be willing to help my "small voice crying in the wilderness" by either an article or an editorial on the subject.

Yours sincerely,

R. S. Damon

War priorities are supposed to travel fast.

That is why every passenger and every pound of air mail and air express on the airlines is subject to war priorities. Non-priority material can ride only when priority material is not riding.

On many of the major domestic air routes today war priority loads are higher than was the highest peacetime load.

Today the war priorities have grown to such an extent that the airplanes left with the airlines plus the very few returned can no longer accommodate the priority loads they are called upon to handle.

Every day war priority passengers, war priority express and air mail is being refused because of shortage of airline airplanes.

Every day war priority passengers and express and air mail are being off-loaded to accommodate higher priority load so that on certain flights only the highest categories can be accommodated.

War priority passengers and express are supposed to be helping the war by speeding up munitions to the fighting fronts.

Delaying of war priority passengers and material due to shortage of airplanes assigned to the airlines is slowing down these loads which should be speeded up.

Factory production of transport type planes has reached an all-time high.

An allocation to the domestic airlines of only a few hours' production would greatly alleviate this condition.

The American people want the winning of the war speeded all possible.

The airlines started the war with 359 airplanes. A Presidential order seized over half of them. To date only a very few have been returned and total airplanes in service on the airlines today are less than 200.

Return of transport type planes to the airlines will help to speed the war.

R. S. Damon

# FORT WORTH STAR-TELEGRAM

MORNING

EVENING

SUNDAY

AMON G. CARTER, PRESIDENT

FORT WORTH, TEXAS

May 27, 1944.

General H. H. Arnold,  
Army Air Forces,  
Room 3-E 1012, Pentagon Building,  
Washington, D.C.

My dear General:

At the time you were in Fort Worth last, I discussed with you the possibility or probability of what the commercial airlines might look forward to in the matter of securing additional planes as early as possible to help enable them to take care of the continued increasing, insistent demand for air transportation.

At the present time, as you know, all passengers, airmail and air express on the airlines are subject to war priorities. This leaves no opportunity to take care of non-priority material or passengers. As a matter of fact, all the domestic airlines are loaded more heavily with priority passengers, airmail and express than they were at their highest point prior to the war and war priorities have grown to such an extent that the airplanes in operation, in addition to the few that have been returned, can not possibly accommodate the priority loads which they are called upon to handle every day. As a result, priority passengers, airmail and express are being left off to accommodate higher priorities. All of these things, it would seem to me, are extremely important in helping you, and others who are in charge of winning the war, to speed up the entire set-up and providing the necessary equipment for the fighting fronts.

As I understand, the commercial airlines had approximately 350 airplanes when the President's Executive Order was issued seizing more than half of them, and while I am not familiar with the exact figures, no doubt there are less than 200 commercial planes now to provide for the expanded requirements for priority passengers, airmail and express.

I realize that what I am stating

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AMON G. CARTER, PRESIDENT

FORT WORTH, TEXAS

-2-

is not news to you. I am sure you are thoroughly appreciative of the inadequacy of the equipment at this time with which the commercial airlines are trying to do the job. I do not know whether it would be possible to allocate a few days' production by the manufacturers for the domestic airlines or whether it would be possible to return to them equipment faster than has been the case in the past without detriment to the ultimate result of winning the final victory.

In any event, I am thoroughly in sympathy with the many perplexing problems confronting you and others who have the responsibility of winning the victory as quickly as possible. At the same time, I hope you will give due thought and consideration to returning as fast as practical as many planes as possible to the commercial airlines.

I am glad to know that you arrived home safely, and it was a real pleasure to have had you with us during the Exposition and Fat Stock Show. I enjoyed your comment wherein you said you enjoyed the grand champions both on the hoof and on the plate. It is always a pleasure to have you with us on every available opportunity. Remember, the latch string hangs on the outside.

Sincerely,

*A. G. Carter*

AGC:SB