



## AMERICAN AIRLINES SYSTEM

AMERICAN AIRLINES, INC. • AMERICAN OVERSEAS AIRLINES, INC.

100 EAST 42nd STREET • NEW YORK 17, NEW YORK • MURRAY HILL 5-3900

August 19, 1946

OFFICE OF  
THE CHAIRMAN OF THE BOARD  
AMERICAN AIRLINES, INC.

Dear Amon:

I have talked with the Operating Department about putting one of the Chicago DC4 flights into Fort Worth. This will be done and I am asking Mr. Willis Lipscomb to call you about it. We will not be able to put additional DC4 flights into the present Fort Worth airport.

The situation is this: The Fort Worth airport is a marginal airport for the normal operation of DC4 aircraft. In order to permit the operation at all we have had to, and will continue to have to, severely restrict the takeoff weight of all DC4's leaving Fort Worth. This means that we must depend upon Dallas for fuel and we will have severe inconveniences any time that Fort Worth is open and Dallas is closed by weather; we will have to go longer distances to pick up fuel and that will mean that some times we will have to leave Fort Worth without any passenger load. This may not happen often but it will happen often enough to disturb the regularity of the service.

When temperatures are high, operation from Fort Worth becomes more critical. Most of that will be over this year, with the coming of cooler weather, but we will soon have sleet, snow and rain on the runways to add another restricting factor. The Fort Worth runways are just too short to permit sensible leeway. Put one schedule into Fort Worth and you run a certain measure of risk for regularity; put in two and you have doubled. I cannot recommend to Operations that the present number of flights, two with DC4's, will in the future be increased at present Fort Worth airport.

This will give a flight to Chicago and one to New York. Together they should go a long way toward solving the local problems we discussed; I hope that they will.

Sincerely yours,

*Mr. A. G. Carter*  
*Ft Worth*

