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New York Airways Collection - Documents, "Personal" [Miscellaneous documents, predominantly correspondence], 1953-1959

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NEW YORK AIRWAYS, INC.

4 August, 1955

Mr. Robert L. Cummings, Jr.
Chateau de Marcues, Lot, France

Dear Bob:

Had hoped to get this letter off sooner but owing to Mrs. Giordano's illness things have backed up a bit.

There is not too much new but there are a few details on the news of the last week.

Some of the wording of the Board order dismissing the Northwest Airlines investigation is quoted below:

"The complaint of Capital Airlines, Inc. and the proceeding instituted in Docket No. 6997 be and are hereby dismissed without prejudice to the right to institute an investigation of the subject matter of said proceeding at any time, either on complaint or on the Board's own motion."

As you can see this still leaves us open to an investigation in the future especially as Gillespie has promised one.

Final figures for July were 2584 passengers which is almost 200 less than June. I am sure that at least half of this was due to the unusually hot water in July - hottest on record.

Of possible interest in connection with weather is the new system that Jack has worked out to get more accurate temperature readings for application to the temperature accountability chart. There are now two thermometers at the LaGuardia pad which are read before each flight. These are showing a difference of between 4 to 8 degrees (higher in every case) from the LaGuardia tower readings. Jack feels that this is the reason why in some cases aircraft have been unable to take off with what was thought to be a correct gross weight in the past.

To get back to the figures:

White Plains enplaned 45, deplaned 16.. Stamford enplaned 29, deplaned 24..
Teterboro enplaned 7, deplaned 19.. New Brunswick enplaned 7, deplaned 5..
Trenton enplaned 7, deplaned 14.
The total Air Express was 149,774 lbs. - down 5,000 lbs.
The total Air Freight was 34,509 lbs. - down 6,800 lbs.
the total Mail was 105,258 lbs. - down 15,000 lbs.
The lower express was due entirely to the heat. The lower freight and mail partly so. (i.e. We were constantly refusing express due to low pay load. The pad at Idlewild got to 105 one day)

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