

# SOUTHERN AIR TRANSPORT, Inc.



A. P. BARRETT  
PRESIDENT

GENERAL OFFICES FT. WORTH NATIONAL BANK BLDG.

FT. WORTH  
T E X A S

July 8, 1929

Mr. Amon G. Carter, Editor,  
Star Telegram,  
Ft. Worth, Texas

Dear Mr. Carter:

You are quite familiar with the history of Aviation Corporation acquisitions of majority of stock control of the Southern Air Transport, Inc., and you have, as Director of Aviation Corporation, requested me to briefly state to you what, in my opinion, is required to make said purchase the most valuable for the Aviation Corporation.

Under all circumstances, it is my opinion, that the first requisite step, prompted by equity and good business, is for the Aviation Corporation to make an offer to the minority stock holders of Southern Air Transport, Inc., agreeing to exchange its stock of the said minority stock holders, share for share.

Secondly, the facts are that the Aviation Corporation has some twenty or thirty odd million cash on hand, loaned out on call to gamblers on Wall Street, instead of devoting this vast sum, raised from the public through the sale of its stock, towards the development of the airway of America.

If the Southern Air Transport, Inc. is to maintain its dominance throughout the South, several million dollars is required in the purchase of ships, airport facilities, promoting of its aviation schools and the expansion of its aeromotive service and sales departments.

Strong and ably financed competitors, because of the lack of aggressive action taken by Southern Air Transport, Inc. since its stock controlled passed to Aviation Corporation, are busily eating into our territory. We see it on every hand. The Curtis group now controls nearly all of the manufactured

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products we were offering for sale. These lines can be taken away from us by a stroke of the pen. The Curtis Group is buying airports, establishing schools and taxi service throughout the South.

Other independent companies are getting into the passenger service. One at Monroe, Ala. is now running ships from Dallas to Birmingham. Another one at New Orleans has announced their plan for running ships from New Orleans to St. Louis through Memphis. I could cite many other activities.

We are not in a position to exercise the faith and make the aggressive fight we were making before joining with Aviation Corporation. Every day's delay in stepping out and expanding our activities in the South is costly in the final analysis to us. We must either lead in aviation in the South or be destroyed.

The Aviation Corporation, has invested, in round figures, cash in stock \$3,000,000.00 or less than 51% of the outstanding capital stock of Southern Air Transport, Inc. They own nearly all the stock of other subsidiaries as Universal and Colonial. There is no logical way to finance us with over 49% of Southern Air Transport, Inc. stock owned by other than Aviation Corporation and without ample financing, their investment in Southern Air Transport is in danger as well as that of 51% held by others. With an offer going forth from the Aviation Corporation, offering at some definite date, to exchange its stock share for share for the minority stock of Southern Air Transport, and with full faith and confidence for the effort of our company shown by ample funds advanced for carrying out our plans, the Southern Air Transport would be certain to show unrivaled results.

As one who played a great part in Southern Air Transport's deal with Aviation Corporation and who fully knows the limitless interest shown by the writer in the field of aviation, I earnestly seek your good offices in unraveling the intolerable situation which now exists.

Our Mr. C.R. Smith and Mr. Tom Hardin are now on their way to New York to lay matters as they see it, before the responsible officers of Aviation Corporation and I will be pleased to advise you as to results obtained.

Sincerely yours,



APB.RP