

From the desk of
CARLENE ROBERTS

October 28, 1953

Dear Mrs. Deakins:

Mr. Carter suggested that I send the attached to you for transmittal to him.

Hope to have the opportunity to see you one of these days soon in Fort Worth. You have always been so kind and helpful -- I would like to thank you personally. If you are ever in Washington, please let me know so that I may have you for luncheon or dinner.

Sincerely,



Carlene Roberts

AMERICAN AIRLINES, INC.

918 SIXTEENTH STREET, N. W., WASHINGTON 6, D. C.
PHONE: EXECUTIVE 3-2080



AMERICAN AIRLINES

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WASHINGTON 6, D. C.

October 28, 1953

Dear Amon:

I don't know where to start in thanking you. First, the watch is so unique and such fun, I'll probably have trouble keeping at my work in the future. Second, the old, old bottles with the aged sparkle inside are indeed rare, and I shall treasure their contents and save some for special occasions. Third, dinner and conversation with you were delightful and I am grateful for your generosity of time. And fourth, thank you sincerely for your patience and helpfulness on "the problem".

Would you be kind enough to ask Mrs. Deakins to let me know when the letter has gone, so that, if you have no objections, I could tell the gentleman. I am sure he would rest more comfortably knowing of your interest. If you prefer I do not tell him, please ask Mrs. Deakins to tell me and I shall abide completely by your instructions.

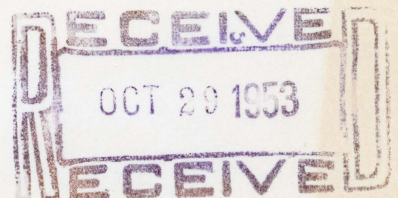
It was wonderful to see you looking so splendidly. Continue to take good care of yourself, and don't overdo. Give my warm regards to Mrs. Carter.

With warm personal regards, I am

Sincerely yours,

Carlene Roberts
Vice President

Mr. Amon G. Carter
Fort Worth Star-Telegram
Fort Worth, Texas



deleted or

Recently I have been hearing of some attempts that were being made to embarrass Oswald Ryan, Republican Chairman of the Civil Aeronautics Board, and I understand he is now being investigated by the FBI on the assumption that the order comes from the President. *Sanctioned*

I believe you will recall that I once spoke to you in Mr. Ryan's behalf, and that he is the only person for whom I have so spoken since you took office.

You have many problems, and I do not wish to take up your time with unnecessary detail. However, in the event that anything should develop that would indicate a change for Mr. Ryan, I would appreciate having the opportunity to discuss the matter with you personally.

The problems in the CAB would be less if the three majority members would work together as a team, instead of letting the minority members divide them. In the Railroad Commission of Texas, where they have three members, they have worked out a plan of rotation for the Chairmanship each year on the basis of seniority. This plan eliminates the frictions which unfortunately sometimes interfere with a constructive and harmonious program.

I have never made a request or even a suggestion to Mr. Ryan regarding the selection of the CAB on any of its policies

1. I'm sorry that my dash for the airplane made our last few minutes of conversation so hurried. But, you may wish the last three words in the first paragraph "from the President" to be changed to "from the Executive Offices".

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Wayne W. Parrish, Editor

INCLUDING INTERNATIONAL AVIATION

Eric Bramley, Exec. Editor

KEITH SAUNDERS, Managing Editor

PHONE—STERLING 3-5400

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WHITE HOUSE REORGANIZATION OF CAB POSSIBLE

Future outlook for the Civil Aeronautics Board has rapidly become more clouded in recent weeks. In addition to five public investigations now current, the FBI has been making a lot of inquiries, presumably at White House direction.

Executive reorganization of the agency is a definite possibility, although no such plans have taken shape as yet. Initially, a few months ago, a new chairman and a few other changes were in prospect but now the status of the entire agency is in question and a complete shake-up rather than a patchwork alteration is more likely. Extent of CAB troubles is broad and deep. So is the concern of the White House.

* * *

CARRIER SEEKS TO HALT AF C-54 RENTAL INCREASE

Overseas National Airways and its president, George W. Tompkins, today filed suit in the District Court in the District of Columbia to enjoin Air Force Secretary Harold Talbott from increasing the rental on the four C-54's which Tompkins leases from the Air Force. Lessees of 37 Air Force C-54's have been notified the monthly rental is to be increased to \$12,300 effective October 29 (DAILY, Oct. 23). Tompkins pointed out that because of the national defense aspects of the situation, in that Overseas is operating four of the planes in the Pacific airlift, he is not now seeking an immediate restraining order in Court. He did say, however, that today's suit for an injunction will be followed shortly by personal damage suits against Air Force officials.

The injunction suit actually has a two-fold purpose, for Tompkins also seeks to require the Air Force to sell 33 C-54 aircraft for \$100,000 each to holders of Veterans' Preference Certificates issued under the Surplus Property Act of 1944.

Violation by Government Charged

Overseas explained the situation this way: "In 1946 the Government declared 38 C-54 aircraft surplus and were prepared to sell them direct to the scheduled airlines. The sale was enjoined by Tompkins, as a veteran, and the litigation was settled by stipulation in the Appellate Court that 33 of the aircraft would be sold to veterans. The sale price was set at \$100,000 each but then the Government withdrew the planes from surplus, which was in violation of the stipulation. Tompkins and other veterans then leased some 10 planes for \$3,000 per month each on leases which are slated to expire December 31, 1954."

"We have a valid lease with the Government," Tompkins said, "and since the Government now seeks to confiscate the planes by unilaterally increasing the rental to over \$12,300 per month, we think we should be entitled to enforce the original stipulation." Other operators of the leased aircraft have been at least equally vocal in their opposition to the proposed rent increase by the Air Force. A spokesman for the Flying Tiger Line (they have five of the planes) said "we strenuously object to the Air Force proposal and we have told them so." Pan American is reported to have opposed the hike but indicated they'll have to go along with it only until new aircraft on order can be delivered (16 of the AF planes are leased to PAA).