

Wildwood Canadian Campground Inc.

301 SOUTH SHORE ROAD
RIO GRANDE, NEW JERSEY 08242

August 26 1980

Dear Kathy,

I have tried to summarize the history of the atrocities committed on the small airlines which came into being after World War II, primarily as the result of encouragement by the federal government in selling large surplus transport planes such as DC 3s, DC 4s, and C46s.

A booklet entitled "Veterans, start your own airline" was widely circulated by the War Assets Administration in 1946.

The combination of skilled aviation people released from the Army and Navy plus the equipment and financing by the War Assets on liberal terms, of airplanes and parts created an entire new industry overnight.

The pent up demand for air travel coupled with low rates and innovative business methods spelled success from the start.

Until the big airlines with their power and influence, attacked us through government agencies and policies. The blueprint for the assassination was laid down in a secret memorandum by a CAB enforcement attorney, one Louis Goodkind in 1948;

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This memo became the policy of the CAB. It was discovered by Senator Sparkman in the early 1950s when he was conducting an investigation by the U.S. Senate sub committee on monopoly. Drew Pearson and Jack Anderson printed an expose of this secret scheme.

It was labeled "Death Edict" and hit the front pages across the nation. This public and congressional interest stopped the blatant attacks, but not the CAB long range strategy.

One insidious method the CAB adopted was to write up and issue certificates, with great hypocritical fanfare; these certificates were intentionally flawed so that within weeks of the issuance (in 1955) the major airlines went to the U.S. Court of appeals and invalidated the certificates. Another four or five years of agony passed resulting in more court battles, then a 20 month stay of execution by Congress in 1960. Meanwhile economic destruction took place thru diversion of all government contracts, by the CIA in conspiracy with the CAB, MATS and the FAA, to the handful of pet carriers called the MATS mistresses.

The recent ex CAB chairman Alfred Kahn a former professor of economics at Cornell, wrote a book ten or more years ago, where in he

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stated that aircoach, all expense Tours, and other money saving devices, in air transportation today would never have existed had it not been for the non-scheduled airlines spur of competition.

It will take you some time to digest some thirty years of government and industry machinations, with their tentacles into government agencies, courts, law firms and businesses. Please call us to help clarify. I can arrange to meet you and probably add more details from hundreds of additional files mostly stored in Mississippi and N. J.

Sincerely.

Ralph Cox Jr