

East Coast Airlines was my first plunge into the non-sked industry, although the term "NON SKED" did not exist. That came later when CAB vipers forbade us to fly a schedule. Minusular was started by Roy and H.B. Robinson American Air Export & Import Co. was started by an ex PAA Capt. & mechanic and were the first to fly N.Y. - MIAMI and N.Y. - Atlantic City. They merged with a couple ^{others} Saturn being one, and finally with Kerkorian's T.I.A. which became Trans American; all having joined ^{the} MATS brother, as "MATS mistresses". - CIA proprietary creatures. Capitol, World, ONA, TIA, American Flyers and Southern were also members of this House of ill repute.

Veterans Air Lines lasted for about six or eight months and went down under a load of 40 or 50 ex. military guys trying to live off a couple DC 3's. Trans American - I think it was Phil Mann's outfit.

Anyhow within a few weeks time during the Spring of 1946, about 50 small carriers were born in Miami - (a partial list would be ACTA and IMATA's roster). Simultaneously other carriers were springing up in Burbank, Seattle, and Oakland. For awhile there was heated rivalry between the East Coast and West Coast factions. Ultimately Amos Heacock and a few others including S.E. Spicher, Fred Atkins, Roy Callas, Geo. Batchelor, Cap Herman and I formed ACTA - "The Air Coach Transport Association". Roy Chalk - I now believe member of the N.Y. banker elite, formed IMATA - "Independent Military Air Transport Association" which split the industry weakening us and ultimately causing our defeat because we lacked a united front.