



**Smithsonian Institution**

*Smithsonian National Air and Space Museum Archives*

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

Extracted on Sep-28-2022 09:38:16

**The Smithsonian Institution thanks all digital volunteers that transcribed and reviewed this material. Your work enriches Smithsonian collections, making them available to anyone with an interest in using them.**

The Smithsonian Institution (the "Smithsonian") provides the content on this website ([transcription.si.edu](https://transcription.si.edu)), other Smithsonian websites, and third-party sites on which it maintains a presence ("SI Websites") in support of its mission for the "increase and diffusion of knowledge." The Smithsonian invites visitors to use its online content for personal, educational and other non-commercial purposes. By using this website, you accept and agree to abide by the [following terms](#).

- If sharing the material in personal and educational contexts, please cite the Smithsonian National Air and Space Museum Archives as source of the content and the project title as provided at the top of the document. Include the accession number or collection name; when possible, link to the Smithsonian National Air and Space Museum Archives website.
- If you wish to use this material in a for-profit publication, exhibition, or online project, please contact Smithsonian National Air and Space Museum Archives or [transcribe@si.edu](mailto:transcribe@si.edu)

For more information on this project and related material, contact the Smithsonian National Air and Space Museum Archives. [See this project](#) and other collections in the Smithsonian Transcription Center.

NEW YORK AIRWAYS, INC.  
4 August, '55  
-2-

Mr. Cummings

KLM has filed a joint fare on the Pan American pattern on Statutory notice. Their original filing on one day notice was rejected by the Board. TWA thinks that the Statutory notice filing will be rejected too because of poor draftsmanship. TWA lawyers have drafted a similar rule which they feel will get by the Board and this is to be filed in the near future. (i.e. for international connecting LaGuardia/Newark. They have just filed a Rule (rather than a fare) IDL-LGA domestic, which they feel might get by Uncle Ben, but I am not so sure. Air France will or has filed one this week. BOAC will file as soon as they see the PAA one accepted. The status of the PAA filing is as follows:

The waiver John Slate and I thought was granted was refused. Reynolds is sending a new Rule and request for waiver down today. He and Stevens expect to go down late this week or early next week to argue the case with Fitzgerald, Gillespie, etc. The PAA Tariff office seems to have pretty much turned it over to the lawyers (Reynolds).

They are also having a lot of Gillespie trouble with their family fares and off season discount and Stevens says he thinks he is further along with the NYA joint fare than with the other problems, if that is any encouragement.

Glen has talked with American and I think has already reported the status of that negotiation. Slate is busy moving and is said to be very excited about it. Horace, Les, Bill, Jack and I are proceeding rapidly with the Bell Charter arrangements and should be ready to go in a week. George Daley is still working on the release which is promised tomorrow.

Both charters last week went off satisfactorily ( \$600.00 ) and Moses called today about an all day one in a few weeks. Three S-55's have the new windows already. Received a check from Mrs. Ferris for the tickets.

We have nearly all the Monsanto reprints out here now. Some I plan to send to travel agents etc., but would you like any sent to Congressmen a la Newsweek reprints?

Have heard nothing on Manhattan. Your speech got about a twelve line pick up in the Daily and the headline was on the lack of a Manhattan heliport.

Everything else seems to be going smoothly and we all hope that you are having a terrific trip.

Regards to all.

Sincerely,

NEW YORK AIRWAYS, INC. - 2 - 4 August, '55

Mr. Cummings

KLM has filed a joint fare on the Pan American pattern on Statutory notice. Their original filing on one day notice was rejected by the Board. TWA thinks that the Statutory notice filing will be rejected too because of poor draftsmanship. TWA lawyers have drafted a similar rule which they feel will get by the Board and this is to be filed in the near future. (i.e. for international connecting LaGuardia/Newark. They have just filed a Rule (rather than a fare) IDL-LGA domestic, which they feel might get by Uncle Ben, but I am not so sure. Air France will or has filed one this week. BOAC will file as soon as they see the PAA one accepted. The status of the PAA filing is as follows:

The waiver John Slate and I thought was granted was refused. Reynolds is sending a new Rule and request for waiver down today. He and Stevens expect to go down late this week or early next week to argue the case with Fitzgerald, Gillespie, etc. The PAA Tariff office seems to have pretty much turned it over to the lawyers (Reynolds).

They are also having a lot of Gillespie trouble with their family fares and off season discount and Stevens says he thinks he is further along with the NYA joint fare than with the other problems, if that is any encouragement.

Glen has talked with American and I think has already reported the status of that negotiation. Slate is busy moving and is said to be very excited about it. Horace, Les, Bill, Jack and I are proceeding rapidly with the Bell Charter arrangements and should be ready to go in a week. George Daley is still working on the release which is promised tomorrow.

Both charters last week went off satisfactorily ( \$600.00 ) and Moses called today about an all day one in a few weeks. Three S-55's have the new windows already. Received a check from Mrs. Ferris for the tickets.

We have nearly all the Monsanto reprints out here now. Some I plan to send to travel agents etc., but would you like any sent to Congressmen a la Newsweek reprints?

Have heard nothing on Manhattan. Your speech got about a twelve line pick up in the Daily and the headline was on the lack of a Manhattan heliport.

Everything else seems to be going smoothly and we all hope that you are having a terrific trip.

Regards to all.

Sincerely,

Richard Westland

Richard Wheatland

New York Airways Collection - Documents, "Personal" [Miscellaneous documents, predominantly correspondence], 1953-1959  
Transcribed and Reviewed by Digital Volunteers  
Extracted Sep-28-2022 09:38:16



## Smithsonian Institution

*Smithsonian National Air and Space Museum Archives*

The mission of the Smithsonian is the increase and diffusion of knowledge - shaping the future by preserving our heritage, discovering new knowledge, and sharing our resources with the world. Founded in 1846, the Smithsonian is the world's largest museum and research complex, consisting of 19 museums and galleries, the National Zoological Park, and nine research facilities. Become an active part of our mission through the Transcription Center. Together, we are discovering secrets hidden deep inside our collections that illuminate our history and our world.

Join us!

The Transcription Center: <https://transcription.si.edu>

On Facebook: <https://www.facebook.com/SmithsonianTranscriptionCenter>

On Twitter: [@TranscribeSI](https://twitter.com/TranscribeSI)

Connect with the Smithsonian

Smithsonian Institution: [www.si.edu](http://www.si.edu)

On Facebook: <https://www.facebook.com/Smithsonian>

On Twitter: [@smithsonian](https://twitter.com/smithsonian)