

NEWSPAPERS ARTICLES MENTIONING CLAUDE NEON INC

New Yorkers Back Utah Air Line Firm Special to The Tribune
New York City

Claude Neon Lights Co., Inc., 545 Fifth, ave., Wednesday formally announced organization of a new subsidiary. Challenger Airlines Inc., with offices at 518 Felt bldg., Salt Lake City. The announcement said the airline company had purchased a new Beechcraft seven-passenger plane called the "Sun-Liner" which will begin scheduled Intrastate service in Utah this week. Service in the Rocky mountain area is pending a civil aeronautics board decision on an application which is necessary for routes between Salt Lake City and Phoenix and Albuquerque and between Salt Lake City and Logan and intermediate points. Proposed routes" would offer service to 1,081,788 persons in the Rocky mountain section with a probable gross passenger revenue of more than \$250,000 yearly.

George W. Snyder Jr., director of flight operations, Salt Lake office, is expected to return shortly from Wichita, Kan., where he has accepted delivery on the "Sun-Liner," William W. Eastman, company official, local office, said Wednesday night.

-The Salt Lake Tribune from Salt Lake City, Utah, February 21, 1946

Suit Demands \$2,000,000 In Aviation Deal

Two former Phoenix brothers, properly prosecuted by the corporation which subsequently became Challenger Airlines Company, filed a \$2,000,000 breach of contract when their application was filed under the name of Border Airlines. Through a series of assignments and sales, the LeForses charge their application came under the tract suit in federal court here Tuesday against three corporations, two of them airlines.

Truman L., and Richard F. Le-Fors, who in February were denied the right by the Civil Aeronautics Board to operate an air line throughout the Southwest, charged their application was not control of Challenger Airlines, Inc., Claude Neon, Inc., of New York, of which Challenger was a subsidiary, and Summit Airways, Inc.,

The plaintiffs claim Claude Neon, Inc., ultimately controlled their application, and failed to prosecute it before CAB. They contend they were to have stock and employment in any corporation organized and obtaining operating certificates under the Border Airlines application.

Truman LeFors now is with the U. S. Immigration and Naturalization Service in San Diego, and Richard F. LeFors with the U. S. Customs Service in Alexandria, La.

-The Arizona Republic, Phoenix, Arizona, May 20, 1948

Air Line Damage Suit Dismissed

Defense motions to dismiss a \$2,000,000 damage suit for alleged breach of contract among several air line groups have been granted by Judge Dave W. Ling in federal court on grounds of lack of jurisdiction and insufficiency of service. Plaintiffs were Truman L. and Richard F. LeFors, former Arizonians seeking from the Civil Aeronautics Board an application for an air line service to be known as Border Airlines.

They charged that through a series of stock transferrals and business deals their application was not properly prosecuted by the defendants: Altair, Inc., formerly Challenger Airlines, Inc., a Nevada firm; Challenger Airlines Company, formerly known as Summit Airways, Inc., of Wyoming; and Claude Neon, Inc., a New York corporation.

-Arizona Republic from Phoenix, Arizona, July 7, 1948

Large Sum In Damage Suit \$2,000,000 Sought In Federal Court

Carson, Nevada

One of the largest damage suits ever filed in federal court in Nevada, an action involving \$2,000,000 was initiated in Carson today. Plaintiffs are Truman L. LeFors and Richard F. LeFors, while defendants include Challenger Air Lines, inc.: Altair, inc.; Challenger Airways, inc.; Claude Neon, inc.; and Claude Neon Lights, inc.

The LeFors, Arizona residents, organized a concern called the Border Airline in August, 1943, and filed an application with the civic aeronautics board for a certification of public convenience. They asked permission to transport by air carriers passengers, property, and mail over a certain route in the southwestern United States.

On May 6, 1946, they assigned the application to Challenger Airlines, inc., according to the suit. This concern is said to be controlled by Claude Neon, inc. Five per cent of the ownership stock was supposed to stay in possession of the LeFors, the plaintiffs claim. Subsequently, the complaint continues, Claude Neon sold Challenger Air Lines to George W. Snyder of Salt Lake City.

However, they maintained control of the LeFors application. On February 13, 1948, the civil aeronautics board rejected the LeFors' transferred application. The turn down was caused by failure to prosecute the application diligently, say the LeFors. They maintain that they suffered a loss of \$2,000,000 because of the loss in revenue suffered by the lassitude displayed by the defendants, making their stock worthless. Brown and Wells represent the plaintiffs. The defendants have 20 days in which to file answers to the suit.

-Reno Gazette-Journal from Reno, Nevada, July 26, 1948