

R. E. G. Davies



Airlines of the  
United States  
since 1914

# Airlines Of The United State Since 1914

**E.R. Johnson**



## **Airlines Of The United State Since 1914:**

**Airlines of the United States Since 1914** Ronald Edward George Davies,1982      **Transportation and the American People** H. Roger Grant,2019-10-01 This outstanding contribution to transportation history chronicles the evolution of American mobility from stagecoaches to buses and airplanes Choice Transportation is the unsung hero of American history Stagecoaches waterways canals railways busses and airplanes revolutionized much more than just the way people got around they transformed the economic political and social aspects of everyday life In Transportation and the American People renowned historian H Roger Grant tells the story of American transportation from its slow uncomfortable and often dangerous beginnings to the speed and comfort of travel today Early advances like stagecoaches and canals allowed traders businesses and industries to expand across the nation setting the stage for modern developments like transcontinental railways and busses that would forever reshape the continent Grant provides a compelling and thoroughly researched narrative of the social history of travel shining a light on the role transportation played in shaping the country as well as the people who helped build it      **Airlines for the Rest of Us** Stan Solomon,2008 Small Cities to be Hurt Tremendously by Airline Cuts Airline Subsidy Cuts Leave Three Towns Flightless No Convenient Route to Buffalo actual newspaper headlines 2007 08 It wasn't always like this At least not during the era of the Local Service Airlines From the 1950s through the mid 1980s these feisty colorful startups provided a level of service unheard of today reaching small communities across America They had to Encouraged and supported by the Civil Aeronautics Board these privately owned companies were mandated to bring reliable scheduled airline transportation plus airmail and small package service to the citizens of places like Enid Oklahoma or Walla Walla Washington or Kokomo Indiana and other places ignored by the bigger and older airlines The locals may have begun with second hand propeller driven equipment like the legendary DC 3 but by the mid 60s they were operating turboprops and jets just like the bigger airlines And some of these Locals especially Frontier and Ozark and Piedmont eventually gave the big boys a run for their money One Local Allegheny became today's US Airways These truly were Airlines For the Rest of Us and this is the story of how they began how they grew and why they disappeared

**Airline Executives and Federal Regulation** Walter David Lewis,2000 This book is a collection of eight case studies of relationships between airline executives and federal regulatory agencies from the passage of the Air Commerce Act in 1926 to the Airline Deregulation Act of 1978 By focusing on the lives and personalities of individual entrepreneurs W David Lewis and his contributors hope to explore the interaction between technology government regulation and entrepreneurship Each essay in the book focuses on a particular airline executive such as Eddie Rickenbacker Robert Six and Donald Nyrop Lewis has been careful to give a variety of perspective Airlines of various types are represented large and small scheduled and unscheduled Some of the executives profiled were known for having adversative relationships with federal regulators whereas others wholeheartedly accepted regulation and thrived under it There have been public calls for a return to airline

regulation and Lewis thinks it is not inconceivable that regulation may ultimately return if problems continue and conditions deteriorate further But he says it is well to remember that deregulation occurred because there were flaws in the regulatory system it replaced This collection of essays scholarly and well documented but written in a lively style suitable for specialists and nonspecialists alike provides a long range perspective on the issue of airline deregulation The Encyclopedia of New York State Peter Eisenstadt,2005-05-19 The Encyclopedia of New York State is one of the most complete works on the Empire State to be published in a half century In nearly 2 000 pages and 4 000 signed entries this single volume captures the impressive complexity of New York State as a historic crossroads of people and ideas as a cradle of abolitionism and feminism and as an apex of modern urban suburban and rural life The Encyclopedia is packed with fascinating details from fields ranging from sociology and geography to history Did you know that Manhattan s Lower East Side was once the most populated neighborhood in the world but Hamilton County in the Adirondacks is the least densely populated county east of the Mississippi New York is the only state to border both the Great Lakes and the Atlantic Ocean the Erie Canal opened New York City to rich farmland upstate and to the west Entries by experts chronicle New York s varied areas politics and persuasions with a cornucopia of subjects from environmentalism to higher education to railroads weaving the state s diverse regions and peoples into one idea of New York State Lavishly illustrated with 500 photographs and figures 120 maps and 140 tables the Encyclopedia is key to understanding the state s past present and future It is a crucial reference for students teachers historians and business people for New Yorkers of all persuasions and for anyone interested in finding out more about New York State **The Oxford Companion to United States History** Paul S. Boyer,Melvyn Dubofsky,2001 In this volume that is as big and as varied as the nation it portrays are over 1 400 entries written by some 900 historians and other scholars illuminating not only America s political diplomatic and military history but also social cultural and intellectual trends science technology and medicine the arts and religion *Global America, 1915-2000* D. W. Meinig,2006-09-01 This landmark book the concluding volume in a magisterial series presents the story of America s interwoven history and geography from 1915 to 2000 Discussing such developments as the automotive neotechnic and communications revolutions the world wars urban migration and regionalism D W Meinig offers unprecedented insights into the reshaping of the United States Meinig at his best he presents a masterly synthesis of the cultural complexity of America a compelling account of the dramatic but immensely complicated restructuring of its human geography during the twentieth century Graeme Wynn Journal of Historical Geography This work will shape the way many people view the United States for a long time to come Essential Choice This splendid work concludes the most ambitious writing project of any American geographer ever Global America meets and even exceeds the high standards set by the previous three volumes John C Hudson Northwestern University **American Flying Boats and Amphibious Aircraft** E.R. Johnson,2016-03-29 This work is a comprehensive heavily illustrated history of the many flying boats and amphibious aircraft designed and built in the United States It is

divided into three chronological sections the early era 1912 1928 the golden era 1928 1945 and the post war era 1945 present with historical overviews of each period Within each section individual aircraft types are listed in alphabetical order by manufacturer or builder with historical background technical specifications drawings and one or more photographs Appendices cover lesser known flying boat and amphibian types as well as various design concepts that never achieved the flying stage

*Airlines and Air Mail* F. Robert van der Linden, 2021-10-21 Conventional wisdom credits only entrepreneurs with the vision to create America's commercial airline industry and contends that it was not until Roosevelt's Civil Aeronautics Act of 1938 that federal airline regulation began In *Airlines and Air Mail* F. Robert van der Linden persuasively argues that Progressive republican policies of Herbert Hoover actually fostered the growth of American commercial aviation Air mail contracts provided a critical indirect subsidy and a solid financial foundation for this nascent industry Postmaster General Walter F. Brown used these contracts as a carrot and a stick to ensure that the industry developed in the public interest while guaranteeing the survival of the pioneering companies Bureaucrats entrepreneurs and politicians of all stripes are thoughtfully portrayed in this thorough chronicle of one of America's most resounding successes the commercial aviation industry

*History of Air Cargo and Airmail from the 18th Century* Camille Allaz, 2005-03 It was first published in French by the Institut du Transport Aerien in 1998 and received very favourable reviews Through the publication of the English language edition this remarkable work is now accessible to many more readers around the world In addition the author has expanded the book with new sections and he has extensively updated it to bring the story of air cargo into the twenty first century concluding with a look into the future The author Camille Allaz served as Senior Vice President Cargo at Air France for 10 years which gave him an insider's close up view of his subject a privilege not enjoyed by many historians There is no aspect of mail or cargo transport by air that has not been thoroughly researched and documented by Allaz from the first brief transport of animals by balloon in France in 1783 to the vast global networks of the integrated express carriers in the 21st century As a true scholar he fits his narrative into the larger framework of political military economic and aviation history This book should stand for years as the definitive work on the history of air cargo and airmail and will be of immense value to the academic community to the air cargo industry the postal services and to the general public

[Taking Flight](#) National Research Council, Division of Behavioral and Social Sciences and Education, Commission on Behavioral and Social Sciences and Education, Committee on Education and Training for Civilian Aviation Careers, 1997-02-14 The commercial aviation industry is a major part of the U.S. transportation infrastructure and a key contributor to the nation's economy The industry is facing the effects of a reduced role by the military as a source of high quality trained personnel particularly pilots and mechanics At the same time it is facing the challenges of a changing American workforce This book is a study of the civilian training and education programs needed to satisfy the work force requirements of the commercial aviation industry in the year 2000 and beyond with particular emphasis on issues related to access to aviation careers by women and minorities

**Air University Review** ,1985-03      *The DC-10 Case* John Fielder,Douglas Birsch,1992-07-14 Designed as a textbook for courses in ethics this book provides the material needed to understand the accidents in which more than 700 people were killed accidents that many believe were the result of unethical actions and inactions by individuals organizations and government agencies An introduction to ethical analysis and discussions of the ethical responsibilities involved are also provided The case study offers material for a sustained inquiry into every level of ethical responsibility reflecting the rich ethical complexity of actual events The DC 10 Case presents these issues through a collection of original and published articles excerpts from official accident reports congressional hearings and other writing on the DC 10 The authors allow the readers to examine the ethical issues of airline safety as they actually occur taking account of the circumstances in which they arise      *Flight Patterns* Roger E. Bilstein,Roger Bilstein,2008-12-01 From 1918 to 1929 American aviation progressed through the pioneering era establishing the pattern of its impact on national security commerce and industry communication travel geography and international relations In America as well as on a global basis society experienced a dramatic transformation from a two dimensional world to a three dimensional one By 1929 aviation was poised at the threshold of a new epoch Covering both military and civil aviation trends Roger Bilstein s study highlights these developments explaining how the pattern of aviation activities in the 1920s is reflected through succeeding decades At the same time the author discusses the social economic and political ramifications of this robust new technology Aviation histories usually pay little attention to aeronautical images as an aspect of popular culture Thoughtful observers of the 1920s such as Stuart Chase and Heywood Broun considered aircraft to be an encouraging example of the new technology workmanlike efficient and graceful perhaps representing a new spirit of international good will *Flight Patterns* is particularly useful for its discussion of both economic and cultural factors treating them as integrated elements of the evolving air age      *Eastern Air Lines* David Lee Russell,2013-10-15 Eastern Air Lines began in 1926 when aviation pioneer Harold Pitcairn started the first carrier air mail route from New York to Atlanta under his company Pitcairn Aviation Clement Keys of National Air Transport bought the company in 1929 changed the name to Eastern Air Transport and began passenger service the next year on daily round trips between New York and Richmond The growing airline was purchased by General Motors and became Eastern Air Lines in 1934 World War I flying ace Edward V Rickenbacker purchased the airline four years later and led it to become by the 1950s the most profitable airline in the United States Former astronaut Frank Borman became president of Eastern in 1975 and tried to manage the airline through deregulation labor union conflict and heavy debt ending with the sale of Eastern to Frank Lorenzo and Texas Air in 1986 The airline entered bankruptcy in March 1989 and ended service in less than two years This detailed history follows Eastern from start to finish studying such corporate decision making as aircraft purchases and route expansions as well as the personalities that shaped the airline throughout its history      [Airlines of the Jet Age](#) R.E.G. Davies,2016-08-24 *Airlines of the Jet Age* provides the first comprehensive history of the world s airlines from the early 1960s

to the present day It begins with an informative introductory chapter on the infancy of flight and the development of air transport craft used during the First and Second World Wars and then wings into the first Jet Age the advent of jet airlines It continues through the second Jet Age of wide bodied aircraft such as the Boeing 747 and DC 10 and closes with the introduction of the third Jet Age which begins with the giant double decked Airbus A380 This reference book is an unparalleled reference for aviation buffs covering airlines around the globe and throughout the modern eras of human flight The last book written by renowned airline historian R E G Davies *Airlines of the Jet Age* is the ultimate resource for information and insight on modern air transport *Austin, Cleared for Takeoff* Kenneth B. Ragsdale, 2010-01-01 Austin Texas entered the aviation age on October 29 1911 when Calbraith Perry Rodgers landed his Wright EX Flyer in a vacant field near the present day intersection of Duval and 45th Streets Some 3 000 excited people rushed out to see the pilot and his plane much like the hundreds of thousands who mobbed Charles A Lindbergh and The Spirit of St Louis in Paris sixteen years later Though no one that day in Austin could foresee all the changes that would result from manned flight people here as in cities and towns across the United States realized that a new era was opening and they greeted it with all out enthusiasm This popularly written history tells the story of aviation in Austin from 1911 to the opening of Austin Bergstrom International Airport in 1999 Kenneth Ragsdale covers all the significant developments beginning with military aviation activities during World War I and continuing through the barnstorming era of the 1920s the inauguration of airmail service in 1928 and airline service in 1929 and the dedication of the first municipal airport in 1930 He also looks at the University of Texas s role in training pilots during World War II the growth of commercial and military aviation in the postwar period and the struggle over airport expansion that occupied the last decades of the twentieth century Throughout he shows how aviation and the city grew together and supported each other which makes the Austin aviation experience a case study of the impact of aviation on urban communities nationwide **The Airway to Everywhere** W. David Lewis, William F. Trimble, 2010-11-23 This book chronicles the history of All American Aviation of western Pennsylvania a commercial airline pioneer The brainchild of self styled inventor Dr Lytle S Adams and Richard C du Pont the company began as an airmail delivery carrier taking advantage of the Experimental Air Mail Act passed by Congress in 1938 The Airway to Everywhere relates the exciting early days of airmail delivery hair raising tales of courageous pilots who scooped mail bags tethered to wires strung between poles on makeshift airfields The story of this airline is placed within the context a typical twentieth century American business pattern where technological innovation is followed by development and commercial application followed by government subsidies and corporate takeovers In that vein All American Aviation would become Allegheny Airlines and later U S Air **Sovereign Skies** Sean Seyer, 2021-03-23 This work is a history of US aviation regulation in the interwar period of the early twentieth century The author presents the Air Commerce Act as the institutionalization of a specific American regulatory ideology that arose in response to the technological nature of the airplane the US Constitution

and the Paris Convention of 1919      Anthony Fokker Marc Dierikx, 2018-04-03 Comprehensive biography of Anthony Fokker the famed Dutch pilot and daredevil aviator Anthony Fokker The Flying Dutchman Who Shaped American Aviation tells the larger than life true story of maverick pilot and aircraft manufacturer Anthony Fokker Fokker came from an affluent Dutch family and developed a gift for tinkering with mechanics Despite not receiving a traditional education he stumbled his way into aviation as a young stunt pilot in Germany in 1910 He survived a series of spectacular airplane crashes and rose to fame within a few years A combination of industrial espionage luck and deception then propelled him to become Germany's leading aircraft manufacturer during World War I making him a multimillionaire by his midtwenties When the German Revolution swept the country in 1918 and 1919 Fokker made a spectacular escape to the United States He set up business in New York and New Jersey in 1921 and shortly thereafter became the world's largest aircraft manufacturer The U S Army and Navy acquired his machines and his factories equipped legendary carriers such as Pan American and TWA at the dawn of commercial air transport Yet despite his astounding success his empire collapsed in the late 1920s after a series of ill conceived business decisions and deeply upsetting personal dramas In 1927 aviator Richard Byrd solicited a Fokker three engine plane to be the first to fly non stop across the Atlantic The plane was damaged on a test flight and Charles Lindbergh beat him to it Lindbergh's solo adventure in the Spirit of St Louis earned him and cost Fokker a lasting place in the history books Using previously undiscovered records and primary sources Marc Dierikx traces Fokker's extraordinary life and celebrates his spectacular achievements



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