

R. E. G. Davies



Airlines of the
United States
since 1914

Airlines Of The United States Since 1914

Paul S. Boyer, Melvyn Dubofsky



Airlines Of The United States 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 of the United States Since 1914 Ronald Edward George Davies,1998-08 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

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

One Hundred Years of Air Power and Aviation Robin Higham, 2003 In this precise interpretive and informative volume Higham looks at everything from the roots of strategic bombing and tactical air power to the lessons learned and unlearned during the invasion of Ethiopia the war in China and the Spanish Civil War He also considers the problems posed by jet aircraft in Korea and the use of Patriot missiles in the Persian Gulf He covers anti guerrilla operations

doctrine industrial activities and equipment as well as the development of commercial airlines **Air University Review**, 1985-03 **Reconsidering a Century of Flight** Roger D. Launius, Janet R. Daly Bednarek, 2015-12-01 On December 17

1903 Orville and Wilbur Wright soared into history during a twelve second flight on a secluded North Carolina beach Commemorating the 100th anniversary of the first flight these essays chart the central role that aviation played in twentieth century history and capture the spirit of innovation and adventure that has characterized the history of flight The contributors all leading aerospace historians consider four broad themes relating to the development of flight technology innovation and the technology of flight civil aeronautics and government policy aerial warfare and aviation in the American imagination Through their attention to the political economic military and cultural history of flight the authors establish that the Wrights invention and all that followed in both air and space was one of the most significant technologies of the twentieth century fundamentally reshaping our world Supported by the First Flight Centennial Commission The contributors are Janet R Daly Bednarek Tami Davis Biddle Roger E Bilstein Hans Joachim Braun David T Courtwright Anne Collins Goodyear Roger D Launius William M Leary David D Lee W David Lewis John H Morrow Dominick A Pisano and A Timothy Warnock

Regulatory Issues Since 1964 Robert F. Himmelberg, 1994 First Published in 1994 Routledge is an imprint of Taylor Francis an informa company *High Frontier* William F. Trimble, 2010-11-23 From the early days of hot air ballooning to supersonic aircraft High Frontier chronicles the history of flight in Pennsylvania Early experimentation with lighter than air craft in the nineteenth century was followed by significant advances in aerodynamics the advent of the airplane and its gradual acceptance by the public The state had its own contingent of inventors and aviators who flew and crashed their homemade machines in countless exhibitions After World War I commercial flights took wing including government airmail delivery and expanded airports federal and state regulation of aeronautics laid the groundwork for the growth of the industry

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 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.

Air Mobility Robert C. Owen, 2013 Global air mobility is an American invention. During the twentieth century, other nations developed capabilities to transport supplies and personnel by air to support deployed military forces. But only the United States mustered the resources and will to create a global transport force and aerial refueling aircraft capable of moving air and ground combat forces of all types to anywhere in the world and supporting them in continuous combat operations. Whether contemplating a bomber campaign or halting another surprise attack, American war planners have depended on transport and tanker aircraft.

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.

The American Aviation Experience Tim Brady, 2000 This book is designed to be a primary text for courses in aviation history and development and aviation in America. The seventeen chapters in *The American Aviation Experience* range chronologically from ancient times through the Wright brothers through both world wars, culminating with the development of the U.S. space program. Contributors also cover balloons and dirigibles, African American pioneers in aviation, and women in aviation. These essayists, leading scholars in the field, present the history of aviation mainly from an American perspective. *The American Aviation Experience* includes 335 black and white photographs, two maps, and an appendix: Leonardo da Vinci and the Science of Flight.

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 Aérien 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

Northwest Airlines Geoff Jones, 2005-08-24 Since flying its first mail flight on October 1 1926 Northwest Airways now known as Northwest Airlines has grown to become one of the worlds leading airlines Northwests legacy of leadership in the aviation industry began with its foundation in the Twin Cities and extended to its pioneering work as part of the U S war effort in Alaska the establishment of the first U S commercial air links to Japan and the Orient and its groundbreaking 1992 alliance and award of anti trust immunity with KLM Royal Dutch Airlines Northwest is now Americas oldest air carrier with continuous name identification In celebration of the airlines 80th anniversary in 2006 this book chronicles the remarkable years during which Northwest became an institutional backbone of both American and worldwide air transport history This diverse historical tribute relies heavily on the authors own photo archive along with images supplied by the exceptional Northwest History Centre Inc established in October 2002 to preserve the airlines rich heritage The rare photographs seen in these pages accompanied by a detailed and informative narrative bring together for the first time all of the elements of the Northwest family which includes Hughes Air West and Republic airlines and other predecessors

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