

OUTLINE – NONSKED HISTORY Restarted Jan 20th, 2005

Prologue

The early days, first Non skeds, subsidized air mail airlines
The 1934 Air Mail Act and events leading up to it.
Frustration of President Roosevelt and Postmaster General in
Punishing mail contract airline criminals.
The Civil Aeronautics act of 1938 – provisions for non airmail airlines.
Pan American Airways pioneering overseas routes, aircraft and nav facilities
The industrial muscle backing the subsidized airlines of the 30's.
World War Two advances of air transport capabilities and a million trained airmen
Mac Arthur's and Gen. Kenny's tactical use of transport aircraft to by pass the enemy
And outstanding and intelligent use of air transport.

1st Chapter

The War's over! What do we do Now? Go Home!
War Assets Administration, 50,000 used war birds, 650,000 used and new powerplants
Jet aircraft, American, British and German.
The start of the Nonsked era – CAB Letters of Registration, convoluting the CAAof38
The beginnings of an independent non subsidized airline industry and threat posed.
The early Birds – Nonskeds that is. Monarch, Johnson, Mantz, Pitcairn, Kellett.

Charlie Willis and Willis Air Service at Teterboro. Skyways and Flying Tigers
Flying Tigers and the Budd Conestoga. Slick Airways, CW and the C-46 's
The airline and troop carrier gliders - a good idea gone awry
Aircraft accidents, fatalities and the regulators.
Nonskeds and worldwide operating authority defacto guaranteed by the act.
The all cargo airlines and accident rates used against nonsked passenger operators
The Nonskeds travel agents and agency combines. 25 to 50 percent commissions.
The disposal of all types aircraft by War Assets, Financing returning GI's aircraft.
The low frequency airways system and the returning veterans.
The good cop – bad cop CAB Sceniaro. CAB's economic reg.,. 298.2

Corsair – Jumpstart airline Pacific Overseas Airlines. It couldn't make it.
American Airlines and James Wootens cargo department. Connections abounded.
Transocean Airlines and Orvs Nelso
Ocean Air Tradeways, US Overseas and Ralph W.E. Cox of Wildwood, NJ
Overseas National and Tommy Tompkins
The first World Airways and Bill ODOM, pre CIA control and distortion
Viking Aerovan – Airlines and the creation of a nonsked airline system.
The Burbank versus Miami nonskeds.
The California Intrastate's Robin, California Central, California Arrow, PSA
The people– Norm Kessler, Charlie Sherman, George Batchelor and Kenny Friedkin.
How aircoach got started. Nothing planned just public demand for a lower cost way to fly
in the US. The government opposition to letting people fly low cost airlines. Raising the
fear factor and government-ATA allegations of flagrant safety violations, criminal

violations of Civil Air Regulations, demanding Justice Dept indict and prosecute Nonsked Operations. Justice dept's refusal. ATA airlines physical as well as political attacks and media warfare against independent airlines. The problems, restrictions and unexploited markets tapped and expanded by the nonskeds.

Marketing aircoach 101. Find a nonsked airplane and operator in need of money. The early Vomit Comets to Puerto Rico from NY and Washington. World wide humanitarian operations of the nonskeds in moving Displaced Persons, hauling food into starving areas, etc.

The New York - Chicago - California and New York - Chicago to Florida markets. The evolution of "aircoach" with the major airlines. The evolution of scheduled intrastate airline developments.

The saga of California Central and Charley Sherman. California Central's development of the California main corridor markets, trans bay operations, trans city (LA) operations, Application of CCA to serve all of California and Tijuana. Baja < California and the CAB's refusal to even consider such a service. 50 years later, Tijuana, a city of well over 3 million still has no direct US air service into California or the rest of the US???? Thanks CAB.

Charley Sherman's dream to establish intrastate services in New York State, Missouri and Illinois as part of the California Central Airlines package. Almost success. Betting on a new aircraft, the Martyin 202 versus Douglas Super DC-3 in 1953. First the M202 speed restriction, thewmm grounding. Later the pilots strike to finish off CCA. Charley's plan to restart as California Coastal Airlines. The new CCA and the egg comp[any DC-3. Texas Central Airlines founded in San Antonio in 1953 as Texas first intrastate airline. The PC&N authorized by the Texas Railroad Commission. Why it failed when it had been successful in the 5 months it operated. Duiffy and John Garner. Kenny Friedkin's \$50 k participation. LB Smith's \$100 K partiucpation. George Batchelor's attempt to steal the Texas Central and Cal Air certificates.

The aftermath opf Jorea and the nonskeds and the Commercial Air Movement markets. The US military buildup after Korea an gradual decline in total military as the poptentaikl for a shooting war during the cold wear deminished- so did CAM revenues. The 50 day 15,000 mile CAM flight of 20th Century.

Unverified story of O. Mac Maclanahan's trip and problems with a C-46 passenger flight for George Batchelor. (Check for newspaper stories in Kansas city, Oklahoma, Texas). Mac picks up a C-46 flight against his better judgement, for George Batchelor in the Midwest headed to California. No captains fund available. 36 passengers stranded for 4 days without hotel accomodations when Mac pick s up aircraft. Onkly enough cash available to move the aircraft 150 miles., Calls George., George says money will be waiting at next stop. Mac arrives with the 36 passengers but there is no money. Calls to George go unanswered. Stuick for 5 days. Finally local officials advance enough cash to get the C-46 another 100 miles west. Passengers in dire straits and calling relatives and news papers to see if they can raise enough money to get to California. Still no word from

George Batchelor. Finally some funds are sent and Mac uses the money to buy train tickets for the passengers and himself. Leaves C-46 in custody of local sheriff. Never got paid by George and never took another trip for George. Other people verify parts of the story and say it hit the press all over the country.

The response of the ATA airlines and effect on their operations.

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