

NS-Outline 02-03-05 Moab

The WAR BIRDS FOR PEACE PROGRAM, War Assets Administration.
Aerospace Industry airline contract services during WW2 on Atlantic and Pacific.
Terminated within 6 months after end of hostilities. In turn they became Pacific
Overseas Airlines, Transocean Air Lines, etc.

The force that financed the Non Sked Airline industry's beginnings –War Assets Ad.
The movment of Displaced persons from Europe to South America, Canada
South Africa, Australia by Nonskeds for the UN resettlement programs
The Berlin Airlift – initial civil Pan Am nonsked services.
The Nonsked's TransAtlantic airlift parts and components for USAF aircraft
During the Berlin Airlift. The operators, etc..

The beginnings of the development of aircoach services in the US by Nonskeds.
The barriers imposed against small nonsked operators by the ATA airlines and CAB
The Good Cop – Bad Cop game of the CAA and CAB to kill off Nonskeds
CAB/CAA use of accidents to overstate safety issues about Nonskeds – 40's.- 50's
The CAB Members and CAA Administrator – all employed by the ATA airlines
(Don Nyrop, Welsh Pogue (Pogue & Walsh), etc.

Since Nonskeds exclusively use C-46's, declare them unsafe & reduce payloads
via regulatory fiat. See Part 42 of the Civil Air Regs.

The Intra state airlines, Robin, CCA, PSA, Texas Central, Southeastern, Illini.
CAB determination's Walt Wood's Island Air of Hawaii was an "interstate" air
carrier because the waters between the islands were not part of Hawaii.

CAB PC&N authority to Samoan Airlines –limiting radius of service to 1700 miles
From Pago Pago, barring access to Hawaii.

Air Europe vs CAB and the US govt's overt threat to board a Mexican air carrier and
force it to land in the US to claim jurisdiction over its passengers who boarded in
Tijuana, Baja, ca (Ermine Pessis and Bob Gold –Beverly hills).

Cab's 3& 8 calendar of permissive flight schedules.

CAB's part 298.2 Economic regulations. Strangulation by regulation

The Civil Aeronautics Act of 1938, baring CAB limitations of airline schedules.

The CAB's Goodkind Report, by Louis Goodkind. Bush Adm parallels.

ACTA, IMATA, SACC, MTMA, CAM flights-the battle for?

The CAB and CIA owned airline conspiracies. World, SAT, etc.

Hamlin Johnson of ACTA. Amos Heacock

Penninsular Air Transport C-54 crash at Seattle.

ATA – Heacock C-46 crash at Seattle. Heacock's heroism.

Arctic Pacific – Jim Springer C-46 crash at Ohio with Cal Poly basketball team.

Accident records of Slick Airways (9 C-46 crashes thru 1950 and Flying Tigers-

CAB used cargo flight fatalities to label pax nonskeds unsafe – knowingly

The Dew Line – many crashes very few casualties. Great job done.

Whitey Dahl's crash in C-47 near Mont Joli, Canada on Dew Line. Dahls history.

USOA's rescue of C-54 off ice of Hudson bay. Said it couldn't be done, but was.
Finding USOA C-54 in Colombia as hostage and guest of Colombian Air Force.

California Air Freight, Claude Monohan, C-46 dump in Sequoia Park.
California Air Freight, Jim & Marge Southern – Burbank.
Paradise Connie crash at Lake Tahoe in snow storm. Intrastate scheduled.
Evening Vegas Tours, Hacienda Hotels and Bud Craft and Standard Airways.
Southern Cross, LeBarron and flying contraband in South America.
William Driscoll, DOD and Subsequent Worlds new Association.
Daley's hiring of the Commanding General of MATS/MAC to World.
L. Fletcher Prouty, Col, USAF ret. DOD & McNamara
Alfred E. Kahn, Chairman of CAB. Mike Roach, Kahns asst. Mile Levine.
Dan McKinnion, last CAB Chairman, CIA appointee, Mosad & No American Air
Docket 5132, et al. Longest case in history of US Govt.
CAB order E-9744, overturned by American and US Courts.
General Accounting Office Bill backs , US CG 1942 mileage map vs airways.
Combined with Cab to destroy Nonsked economic viability
FAA Administrator Halaby's grounding of USOA on the pretext USOA's economic
- vability could pose a "possible" safety hazard without benefit of hearings or
evidence in support of such contentions.
CAA and CAB use of three crashes at Newark Airport to close airport and claim
Nonsked as main culprit. Two were ATA airline passenger flights, one nonsked.
Drew Pearson's publication of key parts of the Goodkind Report.
CAB's proposal in 1950 to authorize 6 nonsked certificates and terminate 154 of
Operating nonsked carriers.
Senator Sparkman's setting for hearing on Nonskeds vs CAB. Small Business comm.
1952.
Cab's timing bad. Nonsked carriers provide virtually 100% of military Trans Pacific
Airlift when Korean War broke out. First to delivery supplies to beleaguered US
Force in Korea while Air Force MATS was reconstituted.
The Korean War Emergency.
The Trans pacific Airlift. The domestic airlift of troops within the Us by Nonskeds. The
railroads' competition and coach fare battle for military traffic. The uselessness of
scheduled airlines aircraft to supporting military airlift needs. Nonsked aircraft
capabilities that scheduled airlines could not match, full convertibility, crews familiar
with operating away from home base for weeks unsupported, knowledge of foreign ops
problems and overcoming the., etc.
Scheduled vs nonsked airline gymnastics over seating capacities, cargo loads, operations
into unimproved and sometimes less than marginal facilities to support US forces.

Nonskeds as innovators versus ATA carriers as drones.
Nonskeds created the first low fare aircoach services. The first all cargo services.
The first civil military airlift services. The first international charter services. The
First regional "non federally subsidized passenger services" in California. Established
The first large maintenance and modification facilities to support Air Force units in the
field.
During this same period the ATA airlines frequently announced their passengers did not
want low fare aircoach services. Did not want all cargo services. Did not want more seats

installed in ATA airline aircraft. Did not want Nonskeds "Skimming the Cream of Passenger Traffic from their routes. Claimed 80 million in subsidy mail payments. Transocean Airline and Orvis Nelson.

The Scheduled airlines discovery of military contract services during the Viet Nam War.

The US Air Forces system of grading and denying contracts to Nonsked air carriers.

The creation of Continental Air Services.

The creation of Flying Tiger Air Services

Bird Air – a specialty carrier service in Nam, Cambodia and Thailand.

\$5 million raised for Kennedy election by Nonsked's. JFK's payback – Kill them.

Sinatra & rat pack, Vegas connections, Bud Winder of CAA.

Senator Warren Magnuson of Washington State, chairman, Senate Commerce committee. Promises and then problems when nonskeds could not offer scheduled services to Seattle World's fair.

Joel and June Eisenberg's AeroAmerica, illegal charters, intra state in Washington, CAB's effort to prosecute criminally.

CAB/JFK's solution for Nonskeds.- Charter carriers.

Explosion of charter growth and North Atlantic markets once Nonsked began charters.

President Airlines, Jake Rosenthal of CAB, Fred Wilson and Geo Batchelor. Geo Patterson, and crash of DC-6 with Chicagoans in Shannon estuary. Ed Tonneson, ex Transocean capt.

Bud Winder and FAA office at Burbank.

The Pacoima Air crash Douglas DC-7 and Northrop F-89 Scorpion. Archi Twitchell.

Allied Aircraft & Lee Cameron, Volpar and Frank Nixon.

Poddy Mercer and Mercer Enterprises, Mercer Airlines, Mercerville. Magu contracts, And buy out.

Catalina Airlines, Avalon Air Transport and Probert, S44 flying boat.

California Air Charter and Naval ordinance Test Center Inyokern contracts vs Pacific Airlines

California Central and Inyokern contract,. 10 seat purchase each flight time twice daily.

California Central CXCA, the original pioneer intrastate airline. CC Sherman

Standard Air Cargo, Stan Weiss and Redball Express partnership with Sherman

Weiss and Sherman at Fairfield, NJ, Curtiss Wright prop Div, White's flying service,

Dick Neumann, navy hanger.