THE NONSKEDS
and the
NONSKED ERA

The era of the Nonsked’s (CAR Part 42 operators) began quietly and almost unnoticed in 1938 with passage of the Civil Aeronautics Act of 1938. Congress and the airline barons tacitly agreed to divide the country into several government financed kingdoms for a small number of airmail and airline operators. The sponsor of the legislation was Senator Cannon of Nevada. The Act provided for subsidizing development of the air transport industry in the US to transport the mail and to bolster the national defense and security of the US. There were some small allowances made for the various existing small fixed base and charter transportation operators. Prior to passage of the 1938 Act there were only nominal federal regulations administered under the Air Commerce Act of 1928, for the licensing pilots, mechanics and even aircraft. The new Act demanded pilots and mechanic personnel be licensed by CAA and/or the federal government. This was to really be accomplished without any form of serious qualifications test of people already engaged in various phases of aeronautics, aircraft maintenance and air transportation. Applicants need only request CAA to issue them their license, a minor formality which usually took place on the spot. A less than liberal attitude would have substantially increased opposition to the passage of the new Act, which was not favorably viewed by most American’s as anything other than a giveaway of public funds and their tax dollars for something they never used.

Several domestic scheduled subsidized mail carrying airline were operating at the time of passage of the Act which were converted to operate under the newly created Civil Air Regulations. CAR Part 40 airlines included American Airlines, TWA, United, Northwest, Colonial, Inland, Eastern, Chicago & Southern, Northeast, National et.al. The overseas and international subsidized airlines operated under CAR Part 41, principally Pan American Airways and American Export Airlines. The Large Irregular or nonscheduled air services with large aircraft (over 12,500 lbs gross take off weight) were to be operated pursuant to CAR Part 42. Three nationally known operators in this class in 1938 included Johnson Flying Service of Missoula, Montana which operated smoke jumper services for the US Forest Service and Paul Mantz Air Services of Lockheed Air Terminal, Burbank, California which provided a variety of services to the motion picture studios such as transporting daily film rushes from Southwestern shooting locations to the studios, specialized film production services transportation for film crews, actors and personnel and aircraft operating specialties such as aerobatics action and inflight action filming of air combat sequences. Clarance Chamberlin operate a barnstormers Sight Seeing Flight Service with large transport Curtiss Condor I’s (Model 18) by barnstorming around the country in the summer with tours of most Eastern and Midwest regions offering local communities their first chance for a low cost local sightseeing flight in a large transport aircraft. With a limited number of aircraft of the type available (Curtiss Wright only manufactured 8 civil passenger versions of the Model 18) Chamberlins barnstorming
operations ended about 1939 with the loss of the last Model; 18 aircraft in a non fatal accident. Air Taxi operations, limited to aircraft of under 12,500 lbs gross weight were authorized to operate under an individual CAB exemption of Civil Air Regulations. They were governed by Part 298 of the Board’s Economic regulations which was generally confined to fixed base operators of single engine aircraft and flying schools. The majority were principally flying schools and the primary source of training the mass numbers of young American pilots needed to fight World War 2. The major contributions to the development of aeronautics and air transport by this segment of the aviation industry has largely been ignored by federal regulators, Congress and the rest of air transport industry.

The People Who made Up the Large Irregular Air Carrier “NONSKEDS”

In the period following World War Two the government found itself saddled with over large 100,000 aircraft which included twin and four engine bombers, cargo and passenger transports, 10 times that number of aircraft engines and millions of tons of aircraft parts and supplies, which for the most part were new or unused. Thousands of fighter and bomber aircraft were stripped of usable components and cut up and smelted. The desert at Kingman, Arizona in 1947 hosted over 25,000 B-17’s, B-24’s, B-25 and B-26’s, the bulk of which were smelted into ingots. In its effort to market transport aircraft to returning air veterans the War Assets Administration offered nothing down financing of aircraft and parts and to the returning veterans and filed the appropriate documents for them to obtain their valid “Letter of registration” (better known as “a certificate”) as a Large Irregular Air Carrier from the Civil Aeronautics Board. Over 500 Letters of registration were issued. Many were never used or activated and the aircraft sold rather quickly as the hard lessons of economics and competition quickly reduced their ranks. By 1949 there were only 66 active LIAC’s. Those 66 federally undesirable unwanted unsubsidized air carriers rewrote aviation history books as they forged new industries, ideas and capabilities.

The “NONSKEDS” were achievers, innovators, pioneers and performers as indicated in the national press. We borrow from a news article from the Chicago Tribune by writer Wayne Thomis dated November 12, 1961.

**NONSKED’S RECORD SHOWS HIGH ACCOMPLISHMENT**

(By Wayne Thomis)

An expert testifying recently in Washington described the country’s supplemental air carrier industry as “having attracted more men of faith than most churches.”

This image startled the rugged individualists who form all segments of this particular phase of civil aviation.

Often the supplementals are identified in the public mind as nonscheduled airlines or “nonskeds.” The most vivid recollections are those of passengers stranded in some foreign port – much as were members of Erin’s own Club of Chicago in Shannon, Ireland,
late in September. But such instances are highly limited, an observer will agree, after examining the 15 year history of world-wide operations by the supplemental carriers.

Altho they have never received a cent of government subsidy, mail contracts, or other form of financial assistance not directly related to services performed, the supplementals have achieved a record of very real honor. A quick rundown of high accomplishments shows the following:

1. Supplementals carried one-quarter of the passengers and 57 percent of the cargo tons in the 1948 Berlin air lift. This was performed despite the fact the supplemental carriers represent only 5 percent of the country’s civil air transport capacity.

2. In 1950, supplementals supported the Korean air lift by supplying more than 50 percent of the commercial capacity called for by the defense department.

   It is a part of the Congressional Record that Overseas National, a supplemental carrier, charged the government $1.17 a mile for DC-4 aircraft in the Korean operation whereas Pan American World Airways charged $1.60, United Air Lines $1.70 and Northwest Orient Airlines $1.75 a mile for exactly the same type of airplane in similar service patterns.

FIRST IN VIENNA

Supplemental carriers—maintaining flexible operations and constant readiness for a decade—flew the first United States airplanes to Vienna in 1956 to carry Hungarian refugees out of Europe.

The Arctic distant early warning operations in Canada, which began in 1953, continues to be supplied in substantial part by supplementals. In the Lebanon crisis, supplemental carriers offered the defense department 38 manned four engine aircraft equipped and qualified for transoceanic operations within four hours after a call went out to the civil air transport industry from the Pentagon.

Testimony before congressional committees and the civil aeronautics board—which remains largely uncontested by the strongest enemies of the supplemental carriers—a said that supplementals pioneered in each of four significant developments of new air transportation markets since World War II, and in effect forced the world’s scheduled air lines to follow suit. These realms are:

1. Aircoach travel—the supplementals firmly adhering to the transport philosophy that it is “fare not fear” that keeps mass travel away from the air.

2. Air freight or “all-cargo” business by air.

3. Commercial air charters on a broad scale.

4. Contract operations by civil carriers in movement of military personnel and military supplies.

CREDIT TO NONSKED

Clayton L. Burwell, president of the Independent Airlines association and Supplemental Air carrier conference, testifying in June, 1961, before a house subcommittee of the Interstate and foreign commerce committee, said:

“Each of these important fields was pioneered and developed, not by the truck air carriers with their tremendous resources and government patronage but by the new carriers who came into the business after World War II.”
“Even as late as 1951, the spokesman for the large airlines, particularly American Airlines, United Air Lines and Trans World Airlines, were telling the Congress and the CAB that the so-called air coach experiment was completely unworkable.

"Yet the pioneering of the nonskeds as they were known continued to fill a rising demand and to prosper in the air coach field until driven out by the CAB. Today approximately 50 per cent of the trunk line seats are in air coach. However, fares have been raised to a point at which new or lower economy service again is needed by the mass of American people."

Burwell added that there was no air freight among the civil carrier at the end of World war II. Rates for property transport averaged 60 cents a ton mile. He declared —

"Again it was the new carriers that brought these rates down to levels around 18 to 20 cents a ton mile today and they will be cut further in the near future.

(Nonscheduled air lines have faced many obstacles and scored many industry “firsts.”

Federal authority for their operation will die March 14, 1962, unless extended. This is the first in a series of articles giving the history of the “nonskeds” and evaluating their service). Source: pages 162-163 Hearings, Subcommittee on Monopoly of the Select Committee on Small business of the US Senate - Decline of Supplemental carrier in the United States, Hearing Report, Part 1, October 6,7 and 9, 1976).

THE NONSKEDS - UNDRESSED

The first nonskeds:

Clarence Chamberlin - 2nd man to fly the North Atlantic
Robert Johnson, Johnson Flying Service, Missoula, Montana
Paul Mantz, Mantz Flying Services, LAT Burbank, California
Pierce "Scottie" O'Carroll, Monarch Air Service, Chicago, Ill.
Robert C. Reeve, Reeve Aleutian, Anchorage, AK

Post war Nonskeds:

Norman Kessler, Robin Airlines, Navajo Airlines Burbank
Jim Brummett - Navajo Airlines, Burbank
Fred R. Atkins - A. J. Baughman, Central Air Trasnsport, BUR
Donald D. Duffy, North American Airlines. Viking Airlines
Oxnard Sky Freight, Texas Central Airlines
LAT- Burbank, Ca.
Dick Neumann, California Air Charter, Virgin Island Air Services, LAT-Burbank
Holiday Airways, Lincoln Airways, Air
Mid America, Chicago Midway, Illinois
C.C. & Edna Sherman, California Central Airlines, Burbank
California Hawaiian Airlines, ATC, Inc.
Al Schwimmer, Intercontinental Airlines, Burbank
Richard Olivera, New England Air Express, Teterboro,NJ
Robinson Brothers, Pennisular Air transport, Miami, FL
Tommy Tomkins, Overseas National Airlines, LAT-BUR
Orvis M. Nelson, Transocean Air Lines, Oakland, Ca/
Dr. Ralph Cox, Ocean Air Tradeways/USOA, CapeMay, NJ
Duffy, Hart, Atkins, Viking Aerovan, Grand Central-Glendale
Stan Weiss, Standard Air Cargo, LAT-BUR, 20th Century
Red Ball Express, No American Airlines
Shield B. Craft/N.Y. Grey, Standard Airways, San Diego
Hacienda Hotel Flights, Pink Cloud Services
Kenneth Friedkin, PSA, San Diego
Roy Briten/R. Holbert, Westair, Boeing Field, seattle, Wa.
Al Blatz, Blatz Airlines, LAT-Burbank, CA
D.W. “Poddy” Mercer, Mercer Enterprises, LAT-Burbank. Ca
Western Flying Service
Rich & Miller, Air America, LAT-Burbank
Robert Prescott, TheFlying Tiger Line, LAT-BUR, CA
Earl Slick, Slick Airways, LAT-BUR, Ca
Capt Duff, Miami Airlines, Miami, Fl
Fritz Hutcheson, US Aircoach, LAT-Bur
R. R. “Red” Hart, No American Airlines, LAT-BUR
Kirk Kerkorian, Los Angeles Air Services
Hawthorne Municipal Airport, Hawthorne, CA
Trans International Airlines, Oakland, Ca
Transamerica Airlines, Oakland
MGM-Grand Airlines, LAX
Bill Weathers, Worldwide Airlines, LAT-BUR
Norden Brothers, Seaboard & Western, Newark, NJ
A. J. “Bud “ Averman, Regina Air Cargo, MIA
Imperial Airlines
James Springer, Arctic Pacific Airlines, Oakland, Ca.
Tony Johanson, Sourdough Air Transport, Boeing Field
Ed Stewart, Steward Air Service, Hawthorne, Ca.
Dick Probert, Avalon Air Transport, Long Beach, Ca
Gus Callas, General Airways, Portland, Or
Irv & Ida Herrmann, Great Lakes Airlines, LAT-Bur
Smith Spicher, SS&W, LAT- Bur
Herb Sussman, Quaker City Airways, MIA
Amos Heacock, Air Transport Associates, SEA
Aircoach Transport Assn
Supplemental Air Carrier Conference
Jess Stalling, Capital Airways, Nashville, TN
Fred Benninger, Flying Tiger Line, LAT-BUR
F. A. “Gus” Conner, Conner Airlines, MIA
O.L. Morrow, Meteor Air Transport, Teterborn, NJ
John Becker, Modern Air Transport, Newark,NJ
A.G. Thompson, Argonaut Airways, Miami
Paul Weisner, Resort Airlines, Miami
John P. Riddle, Riddle Airlines, Miami, Fl
F.C. Moor, Southern Air Transport, Miami, Fl
Edward J. Daley, World Airways, Oakland
Bill Odum., World Airways, LaGuardia, NY
O. Roy Chalk, Trans Caribbean Airways, NY
Grove Webster, Purdue Airlines, Lafayette, Ind.
Howard Korth, Aaxico/Saturn, Miami, Fl
Diane & Bob Bixby, Airborne Products, LGB
H. Hunt, Air Cargo Express, Boeing Field, SEA
Reed Pigman, American Flyers, Ardmore, Ok
Doug Bell, Associated Air Transport, MIA
George Batchelor, California Arrow, LAT-BUR
International Aircraft Maintenance, LAT-BUR
International Airports, LAT-BUR
International air Lease - Miami
Arrow Airways, MIA
Robert McCulloch, Mc Culloch Airlines, LGB
Douglas Hofmann, Hacienda, Virgin Island Air., LAT-BUR
Alan Paulson, Quaker City Airlines, LAT-BUR
Thomas Wole, Air California, Orange County, CA.
William Myers, Air California, OC, Ca.
J. Floyd Andrews, PSA, San Diego
Frank Nixon, Voltran Aviation, Pacoima, Ca
Lee Cameron, Allied Aircraft, Glendale, Ca.
? Mt. McKinley Airways, Anchorage, Ak
B. W. "Rummy" Rumburg, Calif Central
Calif-Hawaiian, Flying Tiger Air Service= Burbank
James R. Davis
Charles Rector
John Treher
Dan Tibbets
Bill Heller
Robert Jones- Pilot, Robert Jones -USOA
Robert Rousselet, Continental Air Services
L. Fletcher Prouty, USAF/CIA
William Mather, Saturn, NAA @ MDW
David Hopper, USOA BUR-MDW
William R. Arndt, Great Lakes - BUR - MDW
Henry Price - Hacienda - BUR
James Fischgrund, North American
Hal Cope, North American
Bill Butler, NAA, TIA
Jorge Carnicerio, California Eastern, Oakland, Ca
Stanley Dearborn, Skycoach, LAT-BUR
Clint Moen, Skycoach, San Diego
Terry Dickason, Vikinf, LAT--BUR
Bud Winder, CAA/FAA LAT-BUR
John Day, CAA/FAA LAT-BUR
A. B. Holder, CAA/FAA LAT-BUR
John Hornsby, CAA/FAA LAT-BUR
Al Goldberg, FTL - LAT-BUR
Jim Hart, NAA; AT-BUR
Tillie Henion, Great lakes (AA-CR Smith) LAT-BUR
Ed Hogan, NAA - Counter - Burbank
Herb Kielson, NAA, LaGuardia, Trans carib, AA
Jack Lewin, NAA, LAT-BUR
Louis Wulfkeller, Apt mgr, LAT-Bur
David m. Simmons, Apt Mgr, Burbank
Bill Brodek, Apt Mgr, Lat Burbank, Apt Mgr, Burbank
Bill Brodek, Apt Mgr, Lat Burbank
Buck Mansfield, WestAir transport, SEA
Ed McAndrews, NAA - LAT-Bur
O. McClanahan, Central Air transport, LAT=BUR
Ruby Morgan Mercer, Mercer Ent. LAT-BUR
George Patterson, Skycoach/Universal/President-BUR
Jack Pedesky, Skycoach, LAT-BUR
Eric Pearson, Pearson Alaska Airline, MIA
John Pinney, Great Lakes, Mercer, Avalon At.
Carl Schipp, USOA, Wildwoon, NJ
Chuck Sisto, Consolidate Airways, SEA
Doc Wedemeyer, NAA<TIA, LAT-BUR
Fred Wilson, Insurance finance, Studio City, Ca.

KEY ELEMENTS IOF THE HISTORY OF THE NONSKED AIRLINES

The War Assets Administration
The Berlin Airlift
The Korean Airlift
Supplying the Isreali’s with ME-109’s supplied by “communist” governments to help the Jews survive in Palestine in 1947 while USAF fighters sought to shoot down Nonskeds and the clandestined transports and combat aircraft sneaked into isreal in 1947-50. The “borrowing of OAT’s/USOA C-54’s “ for a while for Isreali purposes.
Jack Ford and Fleetways - P-51’s to Isreal.
The “first” Black/Negro airline pilots
The “first” women airline pilots
The first “Chinese” US airline pilots
The US Civil Aeronautics Board and Irregular Air Carrier economic Regulation
Columnist Drew Pearson and the CAB’s Goodkind Memorandum
Hardy McClay, CAB Bureau counsel, attorney for North American
The Engineering Foundation for improving the C-46 Aircraft @ Burbank
CAB Docket 5132 - longest case in history of government
Jim Springer/USOA spray contact to eradicate locusts
USOA - President Trumps letter of commendation
Korea, Nonsked airlines in harms way supplying US troops
Berlin - head-on confrontations in the corridor. The Rusians blinked first.
The DEW Distant early warning radar line across Canada above Arctic Circle
The “Vomit Comet” Trans Carib’s New York - San Juan, PR market
The New York - Miami market. Easterns 1st class problem FLL-MIA, NAA market share
The EAL Shuttle. Captain Eddies study of NAA and PSA - Eals new shuttle
The North Atlantic Charter market
the CAB and the nonskeds -
The great north Atlantic sandwich war
The IATA and Schedule airlines persecution of nonsked charter passengers with overt threats
CAB 1950 - 1963 policy for nonsked - make a profit - DIE!
The Kennedy Political contributions for the nonsked connection 1960
Senator Warren Magnuson and the nonsked, saattle Worlds Fare
Joel Eisenberg and WorldAmerica airlines, SEA
The China Straits, matsu, Quemoy and Tiawan airlift support
USOA Airlift support to Guantanamo May, Cuba after the Bay of Pigs failure
Marvin Jogn Griggs, USOA, Transocean, Kelly Field with Neslon, 1930 and
with British air Minsitrty 1941 to 1943.
The DC-3 from Tacate
Texas Central Airlines
Senator John Sparkman, Small business committee

Grant County Airport
Miles Field - New IAX
CAB order E-9744, et.al.
Jim Springer/USOA spraying contract to eradicate locusts in Iran-USOA
USOA - President Truman's letter of commendation
Korea, Nonsked airlines in harms way supplying US troops
Berlin - head-on confrontations in the corridor. The Russians blinked first.
The DEW Distant early warning radar line across Canada above Arctic Circle
The "Vomit Comet" Trans Carib’s New York - San Juan, PR market
The New York - Miami market. Eastern's 1st class problem FLL-MIA, NAA market share
The EAL Shuttle. Captain Eddies study of NAA and PSA - EALs new shuttle
The North Atlantic Charter market
the CAB and the nonskeds -
The great north Atlantic sandwich war
The IATA and scheduled carriers persecution of nonsked charter passengers with overt
and physical threats - after CAB approval as charter airlines.,
CAB 1950 - 1963 policy for nonskeds - make a profit - DIE! NOW!
The Kennedy Political contributions and the nonsked connection 1960
Senator Warren Magnuson and the nonsked, Seattle Worlds Fare
Joel Eisenberg and Worldamerica airlines, SEA
The China Straits, Matsu, Que moy, Tiawan , missile airlift support to Chinese AF
USOA Airlift support to Guantanamo May, Cuba after the Bay of Pigs failure
Marvin John Griggs, USOA, Transocean, Kelly Field with Neslon, 1930 and
with British air Ministry 1941 to 1943.
The DC-3 from Tacate, Bud Craft and the start of Standard Airways in San Diego
Texas Central Airlines, Duffy's debacle, Garner's garnering of cash, Friedkins faith
Senator John Sparkman, Small business committee, Nonsked hearings of 1952
Grand Central Airport, Glendale, Calif. Viking airlines
Mines Field, now LAX, the old cabbage patch turned int’l airport.
Cliff Henderson, National Air Races at Mines Field
Dutch Kindleberger, North American Aviation, El Segundo
Ed Heinemann, Douglas Aircraft, El Segundo
John Mc Arthur, Bankers Life & Casualty, Park Ridge, Ill, financing nonskeds-CAC/Hol
Regean Stunkel, Pres, National Aircraft, Van Nuys - McArthur/Meteor C47
Maury Swidler and Murry Friedman, SFO. The World Class Agents
Gordon Eggars, Skycoach, Chicago & STL pax procurement specialist
Paul Carifio, NAA, Chicago - Miami. pax procure expert
Bob Blake, NAA, New York pax procurement expert
Walter S. "Buzz" Scott, New England Air Express, Burbank, business manager
Wally Lapp, Independent agent, New York: City/Teterboro, NJ one of the best
Bill Koosman, Insurance Finance Company. Studio City, Ca
Bill Kellogg, Desert airlines & LA Air Services - Burbank
James Kaplan, Aircraft junk dealer, Sn Valley, CA
Ed Spencer, The Holiday Club, Los Angeles
Ralph Banks, Cal Air and Helicopter Corp of America, Santa Monica
Fred Murphy, Valley Pilots Flying Service, Van Nuys, Ca
Earl “Mad Man” Muntz, Sherman Oaks, Ca.
Claude Monohan, California Air Freight - Wall Street Jour-nel-C-46 crash - San Luis area  
Jim & Marge Southern, Admiral Airways - Burbank  
Joe Nuccitelli, California Central Airlines, Burbank  
Mike Alford, Nat’l Travel Service, LA  
Navy Purchasing Office, Long Beach, Mrs Amman & Mr. Singleterry of SBA  
Dick and Tom Blatz, Blatz Airlines, Burbank. The DC-3 on Mt Whitney  
Fred Hall, Mt Whitney - Eagle through DC-3 windshield-Hall blown out of seat, NH pass  
Cal Air, the Hawk in the air scoops- 9577C. a bird in accessory cowling looking at pax  
the DC-2- 23 seats. Air sick pax on gate - busted tail wheel bungee at RW intersection  
FTL’s Andy de Frietas. Running up DC-4 engines without oil- all four  
John Ivy, California Air - Burbank  
Leons restaurant, Victory Blvd. Liquid lunch for mechanics.  
Bailing mechanics and crews out of Burbank’s jail to make a flight  
Risk of captains Funds. Frank law’s appropriation of Cal Air/Mercers for gambling LAS  
Joe Bucknam, Grumman, NAA & Cal Air  
Robert W. Pitt, Great Lakes and Cal Air, co-pilot  
Peter Rayburn (and Henry Price) Transocean and Hacienda  
Pacific American Airlines - Burbank, a thief by any name is still one FILAN HEATH  
Bill Warren, Chief Pilot, Dollar Line, Oakland, Ca. The Solent Flying Boats/Xmas island  
Ted Dick, Dir Maintenance, Meteor Air Transport, Teterboro, NJ  
Senatőr Clair Engle, California  
Harry Edlestein, Accountant for Int’l Airport, Inc. Burbank  
Charles & George Finn, “The terrible twins” Hollywood  
Ford Studebaker, Hawaiian Airlines, Cal Air  
John Fletcher, IAA representative at Burnbank - 1960  
Lou Block, maintenance, Cal Air and others Burbank  
N. C. “Speed” Boardman, parts dealer, Burbank  
Matt Byrnes, Trans Carib, NJ  
Roger Converse, Bonanza Airlines, LA  
Jack Vaughn, Jimmy Fritz Advertising, Hollywood  
Fred Carlson, Mechanic, Whiteman Air Park, Pacoima, Ca  
Dan Acker, head of accounting, LAT-Burbank  
Melvin Burt, Airline accounts, Lockheeds Household Finance, Pasadena  
Elwood C. Spencer, Skycoach - MDW, PAS San diego  
Dan Aberle, Navy Pilot, great burn from downing Jap balloon  
Trevor James Constable, & Frank de Yuen, Flight Equipment Co (seats)Burbank  
Eduardo Guyou, Exec V.P., Aeronaves de Mexico- died in crash at Gudalahara  
Jerry Senf, Superior Aircraft Electronic radio services Burbank LAT  
Hugh Scott, Mercer, CP & Dir of maint  
Ed Tabor, Flying Sportsman, Burbank and baja  
Joe Travis, Town & Country Travel, SFO  
Walter A. Zuerl, Publisher, Der Fluger, Munchen, Germany  
J. Lem Anderson, Staff, Senate SunCommittee on Small business 50’s  
Lee Mansdorf, US Missile Corp, Sun valley/LAT Bur
Jum Flemming, FAST-manila, Stewart Davis, Long Beach
Chuck Lewis, American Airmotive Miami
Mel Lawrence, North American - Burbank, move to minnesota
George Lewis, Central Aircraft Corp, Miami
Coates Lear, DCA Attorney for nonskeds - alleged suicide/murder
DeWitt T. Yates, USOA Lawyer, DCA
Richard E. Loomis, SF Valley Mosquito crash, insurance fraud, Burbank, Ca.
John Jenkins, Republic Press (for NAA) Burbank, Ca (Badly burned-plastic nose)
Victor Russell, CAA Pilot Examiner, LAT- Burbank, CP Superior Oil
Charles Rector, CAL Air Pilot - transocean, water bombers, wife Susanne
Richard "Dick" Ryan, NAA< USOA, later Chief police, Bridgeview, Ill dead in car crsh
The Alameda Hotel, Oakland
Ronnie May, pilot Great Lakes, land printer. Burbank
Bill Spindler, B of A, Aircraft Finance, killed in freeway accident 1960
The Sun valley Bank scandal and George Batchelor
Ralph Spurgeon, CP, California Air, engine crushed him, found 3 days later Agus Dulce
Archie Twitchell, CP, Cal Air, co-pilot DC-7 Pacoima mid Air crash -1957
Andre de St. Phalle, Chairman, California eastern - Moral rearmament group
and De St. Pahlle Securities brokerage, NYC
Richard A. Johnson, VIAS part 42 certificate , Miami
Glyn Johns, ALPA, MDW-Chicago, relative by marriage
David Wigginton, Counter Agent, Skycoach-Burbank died HA
Stephen Wilhans, LAC, Commercial Sales - Burbank
Tom Wilkinson, Pilot, Cal; Air, SF valley
Howard Hughes, his Connie, the record breaker and Duffy's car, counter proposals
Wolfe, TWA offer and Carter Burgess TWA hire/fire by Hughes over phone
Peaches, the LAT Barber
Lou Torres, PSA, USOA, LAT-Burbank
Fred Ayers Trade Ayer, Linden NJ / NYC
Dick Richardson, IAA Rep. Wife on Sourdough/GL DC-3 crash LAS Hanger-LATBUR
Robert Jones/Abraham Rubinvick-USOA GM - perfume galore
Harry Bonessa, FTL/CAL Air, TIA - mech & FIt engineer. Fired FTL for sleeping on job.
Frank Haese, Branniff-ORD, Air Mid America, El Al.
Jim Aschenbach, radioman par excellence, Branniff, Holiday, Midway,
George Dawson, Black pilot and entrepreneur - Midway
George -? Miniature Airlines Chicago
Ted Bodwell, Great Lakes - his airline, the oil recovery scheme and stomach cancer
Joseph H. "Jay" North, Holiday, Chicago Midway -
Richard Hennis, Air Mid America and Santucci, Muntyler, Harvitz connection.
The Bud Craft, Alan Paulson, Actor Cliff Robertson combine and the Burbank Steak house adventure and almost shoot out of Paulson.

Ralph Cox, his enemy, Al Paulson (nicknamed by Cox "the slob"), Cox's wife Marylou and her subsequent marriage to Al Paulson,
George Batchelor and the Finn Twins. George Batchelor and Sun valley Bank, a new way of doing banking. Bank of America and George Batchelor, protecting assets. The Finn Twins and US Attorney Laughlin Waters - now a Federal Judge in LA.

A secondary occupation of FAA people. Selling insurance, positioning for a cockpit seat, blackmailing nonsked operators. Imposition of alleged safety regs which were anything but. The mandatory FAA reduction of the C-46’s gross take off weight as an alleged safety measure - the aircraft was only operated by the nonskeds. The attempt to force nonsked operator to operate DC-3 aircraft under FAA T-category regulations. The effort by FAA/government to eliminate the DC-3 from airline fleets. The mass differences of opinion between FAA, pilots and operators over questionable regs.

Our million mile pilots, Our Perfect Safety Record. Fact that air safety was and is achieved in spite of CAA, FAA, CAB and Dot and not because of them. DOT/FAA/Congress’s so called proactive legislative-regulator approach, i.e., - buroNazi’s mentality. Pressurized aircraft versus pressurized DC4’s. (NAS vs Skycoach) USOA vs Skycoach, the law suits. Advantages of automation ?, NAA’s IBM computer in 1957. USOA’s DC-4’s with square windows painted on fuselage. Transocean’s Boeing 377 problems. delays at Burbank for up to two days. the same with Skycoach holding passengers two days without hoteling when DC-6 deliveries were delayed. 1958. The Pre Flight and bartenders Bob and Roy. Later bartender Ed McAndrews. The Skyroom. Feeding the indian fire fighters at the Skyroom ‘s all you could eat buffet - its cancellation. Bedding down fire fighters on the hanger floor waiting for equipment to move them. Not mixing different tribal groups ion the same aircraft.

Civil Aeronautics Board. Chairman Robson’s suggestion Dick Neumann needs a sanity hearing in response to Neumann’s forcing issue of CAB’s condoning of and the CIA operation of supplemental carriers. Robson (real name Rabinovich) was later appointed to head the Savings & Loan salvage operation after Albert Casey of American Airlines left. (Orvis Nelson attorney James Francis Reilly commented loudly at an introduction to Robson in a Washington, DC restaurant “that he’s a jew that ashamed of his name and birth”. Reilly’s brother, Joe, a former FBI agent was a director of Transocean.

CAB’s Nonsked airline investigator Joe Stout’s - illegal intervention into Cal Air’s contracts to destroy the military contract, which he succeeded in doing. CAB’s Chairman Gilliland’s letter lying about the true facts to the White House and President. President Eisenhower’s disdain for the nonskeds who were an embarrassment to his former Army military associates running the Air Force. The subsequent finding Stout’s illegal intervention through the Freedom of Information Act. The purposely nominal almost after thought mention of “commercial airlines” support for the Berlin and Korean Air Lifts in the “Official Air Force History”.

How CIA’s secret and illegal ownership provided clout for military contact business by World (Ed Daley), Trans International (Kirk Kerkorian-Clayton Burwell) , Capitol 7 Jess Stallings), Southern Air Transport F.C. Moor, then Stanley Williams - how and owner ca
Stallings), Southern Air Transport F.C. Moor, then Stanley Williams - how and owner can
die and a 6% holder can become heir of the estate for CIA under new methods of descent
of ownership), Flying Tiger Air service (how to dispose of a fleet of old aircraft worth
nothing and have the government pay you millions for doing it. Hiring general aviation
pilots with Cessna experience to become captains on 4 engine constellations), Continental
Air Services (how to become a Trans-Pacific airline and obtain routes - Bob Six's
connections to grow Continental with CIA's help), Evergreen, part of CIA's consortium.
Transporting the Shah of Iran with World's broken DC-8-63 and getting Howard Hughes
Spruce Goose out of LA. The Dept of Defense and the Air Force's purposeful and wilful
destruction of an airline industry segment that saved their "asses" politically as well as
tactically in Europe and Asia in order to accommodate the major airlines and their political
allies. The loss of a non-government cost sustenance military airlift wing, the nonsked
industry. composed of flight crews, equipment, support staff with worldwide capability,
and unmatchable industry safety record for ego balm.

Additional names & organizations
Audrey Glore - Great lakes at Kansas City/ Leonard Wood Prisoner services
Capt "Smoky Lee, Great Lakes, Varig Training, Air ferry Command
Lee Ganger, New England Air Express, AP, head Plate, Slick Airways
Conn Frank, USOA,
Lee Carey, Ozark, Coral Airlines, midway Chicago, EAL & Kiwi
Roy Blackwell, Blatz Airlines, strap hangers, 7 seas travel Oxnard
Chuck Bryant, CAC - upchuck
Harold "Hoppy" Hopkins, Lockheed 10 accidentt for Henry Price
Cliff Stout, North American Chief pilot, Chief Pilot Douglas Flight Test, LGB
Terry Grant, Nonsked travel agent
John Kevin "FITZ" Fitzgerald & Lelia of PSA
Donald McKee, CAC and Union Oil Company
Bill Leonard, Transocean Airlines and Transamerica
Edith Nelson, Transocean Airlines
Paul Marabel, Monarch Air Service, Mantz,, etc. plane held captive in Mideast
Alan Heath, Pacific American Airlines, Burbank
Beau Marshall & Wife Hedy, Capt @ Resort Airlines - C-46 crash in Kentucky 1954
Baxter Pond, Insurance agent to the nonskeds - Burbank
Ernie Dryer, American Air Captain & Charlie ? in Lauderdale. DC-3/1049's, etc.
American Overseas - monkey flights from Manila DC-6/77s (Polio vaccines)
Terry Dickason, Virgin Islands & Charlie Blair
Charlie Blair - Maureen O'Hara, CP of USOA, Over pole in P-51
The Miami connections
ACTA - Aircoach Transport association - George Astras
Nonskeds and major forest fighting operations - western states - lack of payment
Mercer Enterprises and Buddy Rogers movie star crash in Wilshire intersection
Mercerville, aircraft and related boondoggles
Flying Tigers & engine buildup in a former fighter concrete revetment.
Alan Paulson - junkpile at Lancaster, scrapping transports - BUR - Bill Murphy Buick