

Essential Question:

29 October, 1 November 2020, 28 January 2021

Why was air travel so luxurious in the past, and why isn't it now?

How did so many small airlines get sucked up into just three legacy airlines?

Questions/Key Points	Notes
How does the architecture of the TWA terminal at JFK represent attitudes towards air travel in the 60s and 70s?	<ul style="list-style-type: none">● American Airlines<ul style="list-style-type: none">○ https://www.aa.com/il8n/customer-service/about-us/history-of-american-air-lines.jsp○ US Airways<ul style="list-style-type: none">■ https://www.britannica.com/topic/US-Airways■ Went through a variety of names, ownerships, mergers, etc.■ In 1939, All American Aviation is founded, becomes All American Airways, then Allegheny Airlines, then USAir, then US Airways■ Merged with American in 2015■ Airline involved with the Miracle on the Hudson■ Past constituents include: Piedmont, America West, Lake Central, Pacific Southwest○ Trans World Airlines/TWA<ul style="list-style-type: none">■ https://ny.curbed.com/2019/7/23/20696897/twa-hotel-jfk-airport-new-york-history-preservation■ https://www.britannica.com/topic/Trans-World-Airlines-Inc■ https://www.britannica.com/biography/Howard-Hughes■ Merged with AA in 2001■ Became a transcontinental airline - east coast to west coast, started these flights in 1930■ Started international flights NYC/Paris in 1946, quickly became a worldwide airline■ Howard Hughes - had a lot of control over TWA, made some great decisions, but lost control after refusing to go to court over an antitrust case■ End of the airline's operational history was riddled with financial struggles before it was bought by AA■ TWA Hotel at JFK - old TWA terminal that was turned into a hotel; has a lot of memorabilia; represents the Googie/International style/Mid century fantasticism that surrounded commercial flight during that time.● United Airlines<ul style="list-style-type: none">○ https://hub.united.com/history/○ http://www.uahf.org/united_history_01.asp○ https://www.jstor.org/stable/24968279○ https://www.britannica.com/topic/United-Airlines○ Began as Varney Air Lines in 1926○ 1929 - William E. Boeing, Frederick B. Rentschler start United Aircraft Transport Corporation; later acquires Boeing Air Transport, Pacific Air Transport, Varney Air Lines, and National Air Transport<ul style="list-style-type: none">■ Establishes United Airlines, Inc.; hq in Chicago○ Air Mail Act of 1934 -> air transport and air manufacturing are forced to separate○ Continental<ul style="list-style-type: none">■ https://www.boeing.com/commercial/aeromagazine/aero_03/textonl

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Was deregulation of the airline industry a good idea?

Now that development and improvement of aircraft has slowed, does it mean that the industry won't grow as quickly?

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- Started as Varney Speed Lines in 1934
- Carried mail and a few passengers; changed its name to Continental three years later
- Continued expanding as a result of new aircraft, high demand and high profits
- Deregulation of the industry made it less profitable, but a merger with Texas International helped
- Filed for bankruptcy in 1983, recovered, then became profitable as a result of a bunch of mergers
- Fuel crisis in 1990 made it go bankrupt again
- <https://www.cnbc.com/2018/10/01/years-after-airline-mergers-flight-attendants-start-to-fly-together.html>
- Merged with United in 2010

- Delta Air Lines

- <https://www.deltamuseum.org/exhibits/delta-history/family-tree>
- Started as Huff Daland Dusters Inc.
 - <https://www.deltamuseum.org/exhibits/exhibits/aircraft/huff-daland-duster>
 - https://airandspace.si.edu/collection-objects/huff-daland-duster/nasm_A19680235000
 - First aerial crop dusting company; needed to apply pesticides to kill boll weevils
 - Crop dusting -> seasonal activity; man named C. E. Woolman expanded operations to Peru
 - Began transporting passengers and freight in 1928, using Fairchild FC-2
 - Company faced financial difficulties; Woolman worked with some other investors to start Delta Air Service in 1928; began with a passenger/mail route b/w Jackson, Mississippi and Dallas.

- Pan Am

- Timeline of Pan Am
 - <https://www.latimes.com/archives/la-xpm-1991-01-09-fi-7363-story.html>
 - <https://www.deltamuseum.org/exhibits/delta-history/family-tree/pan-am>
- Ran the first scheduled international flight in 1929; mail flight from Key West to Havana
- Starts as a Caribbean/Latin America/Southeastern US airline
- Then begins transpacific flights and expands quickly as a result of new aircraft
- Operates for the War effort during WWII
- First to fly the 707, then first to fly the 747
- Recession in 1981 makes the company struggle financially; it's all downhill from there
- Pan Am continues to burn cash throughout the decade, plagued by terrorism, fierce competition, then the fuel crisis in 1990

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Deregulation was an important part in making air travel more accessible to all, but also made it less glamorous.

- Goes bankrupt in 1991; Delta buys many of their routes
- Northwest Airlines
 - <https://www.mprnews.org/story/2008/10/30/northwest-airlines-a-look-back-at-its-long-history>
 - Started in Minnesota (MSP) as an airmail carrier
 - Expanded throughout the midwest; then became a large player in Asia and the Pacific - "Northwest Orient"
 - Had many financial troubles in the late 80s, early 90s
 - Government tried to help but it didn't help much
 - Had many labor relations issues, multiple worker strikes
 - Merged with Delta in 2009
- Luxury
 - <https://www.jstor.org/stable/24968387>
 - <https://www.jstor.org/stable/24968489>
 - <https://www.sacbee.com/entertainment/living/travel/article2608655.html>
 - Air travel used to be very luxurious, then the Airline Deregulation Act of 1978 made everything super competitive, so all the airlines raced to cut costs and that's kinda how we got to today

Summary

The three major US Airlines all started off as a multitude of small companies with varying levels of profitability and success. Financial troubles, deregulation, and fuel prices, among other factors, ultimately caused many airlines to fail, merge, or become absorbed into larger companies. Air travel used to be very luxurious, but it wasn't as widely accessible as it is today.