



## Smithsonian Institution

*Smithsonian National Air and Space Museum Archives*

### Paul Studenski Collection - Miscellaneous

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thus a frozen asset: Pennsylvania was unable to utilize its birthright.

Look at Erie today. Erie is now to Pennsylvania what Buffalo is to New York. Erie has not only been geared into the trading area represented by Pittsburgh and other centers of industry, but it has opened up vast markets to the North. Now that the US Government has approved the St. Lawrence Waterway project, the potential for the economic development of that area is great.

This dramatic change has come about in large part through the scheduled operations of Allegheny Airlines. Allegheny's daily flights have removed the mountain barriers - have extended industry - and have helped to transform Erie from a static to a dynamic community. Industry is aware of the role of air transportation in phasing deliveries of the products that keep their wheels moving so that the right part arrives at the right time. Large inventories can be cut down and valuable space turned to doing the job. Allegheny plays a major role in keeping the production geared to the flow of essential products from outlying areas.

There are more subtle ways in which the local airlines introduce one part of the country to another - one part of the world to another. Here is one that involves the poultry industry.

Birds served on Christmas tables around the world may have been hatched in grass-roots America. An official of southwest Airways says:

"We are now fully cognizant of the problem of the baby chick and turkey poult (an infant turkey) industry and have geared the interest of the California hatcheries and our airlines to a common solution. In fact, chicks and poults are probably our best air travelers. They can subsist for 72 hours after hatching without food or water. Which means that these fluffy, fragile little creatures could be air-transported anywhere in the world without peeping their little heads off for want of food, water or mother love. However, we must assure the hatcheries we serve that our feathered friends can get through to their distant destinations. If we misconnect with the trunks or get the chicks too hot or too cold, we end up with a most unlively cargo. Salvage is useless, as the birds are too small to fry."

The national usefulness of local airline service ranges from atoms to yeast. Frontier Airlines serves the heart of the uranium country. Much of the exploration from this basic atomic-energy element takes place in remote areas where the only sure access is from the sky. Not only are uranium-detecting devices flown in, but uranium samples are flown out to laboratories engaged in the development of atomic power.

Further evidence of Frontier's role in the drama of survival involves the staff of life. Six days a week, every week, Frontier flies about 1,000 loaves of bread from Phoenix, Arizona, to Winslow, Arizona - a distance of some 300 miles. Since Winslow has a population of 6,000 and few bake ovens, the people of the town receive their daily bread by air.

We know about the excellent operational techniques developed by the trunk carriers - how these techniques, passed on to the local carriers, have given Americans the most useful, the most efficient and the most competitive airline system in the world. By the same token, the locals are doing their part to improve the entire system. Witness how this class

flies a brown note: Pennsylvania was unable to utilize its birthright.

Look at Erie today. Erie is now to Pennsylvania what Buffalo is to New York. Erie has not only been geared into the trading area represented by Pittsburgh and other centers of industry, but it has opened up vast markets to the North. Now that the US Government has approved the St. Lawrence Waterway project, the potential for the economic development of that area is great.

This dramatic change has come about in large part through the scheduled operations of Allegheny Airlines. Allegheny's daily flights have removed the mountain barriers—have extended industry—and have helped to transform Erie from a static to a dynamic community. Industry is aware of the role of air transportation in phasing deliveries of the products that keep their wheels moving so that the right part arrives at the right time. Large inventories can be cut down and valuable space turned to doing the job. Allegheny plays a major role in keeping the production geared to the flow of essential products from outlying areas.

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The national usefulness of local airline service ranges from atoms to yeast. Frontier Airlines serves the heart of the uranium country. Much of the exploration from this basic atomic-energy element takes place in remote areas where the only sure access is from the sky. Not only are uranium-detecting devices flown in, but uranium samples are flown out to laboratories engaged in the development of atomic power.

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We know about the excellent operational techniques developed by the trunk carriers—how these techniques, passed on to the local carriers, have given Americans the most useful, the most efficient and the most competitive airline system in the world. By the same token, the locals are doing their

part to improve the entire system. Witness how this class of air carrier pioneered a system of fast and efficient airport service.

The Oerlikon DC-3 comes in, the left engine never stops, the steps drop down, passengers, mail and freight unload and load, and away they go. The aim is never to stay on the ground more than two minutes. In fact, it's a game with the stopwatch. "A second late today," regular passengers say. But it's being done on time. And it is overcoming the trucks to haul up their between-stop operations.

And so the statement of how the local service airlines are making of this nation a more perfect union built up. And quite appropriately these airlines build to a point where their value is measured by the value of the nation as a whole.

The local carriers operate about 175 aircraft. The vast majority of these are the three-engine, multi-engine but relatively DC-3's; there is also a sprinkling of larger Martin and Convair aircraft. To run these aircraft, the locals employ about 633 flight crews. To maintain them, the locals employ approximately 1,000 mechanics and 1,000 other skilled ground personnel.

While it is impossible to translate these assets into direct dollars of economic value, we know that they represent a multi-million dollar asset to the nation in time of emergency. Also without a price tag from a defense standpoint are the airport and operating bases with their trained personnel from which the local airlines fly. But certainly their availability in the event of emergency is priceless. All in all, quite a contribution from Main Street to the nation.

Lakefront Airport in Cleveland—key thru-33 minutes away from industry and shopping.



The airport at Birmingham, Ala., served by both trunk and local service airlines.



of air carrier pioneered a system of fast in-and-out-of-airport service:

The Ozark DC-3 comes in, the left engine never stops, the steps drop down, passengers, mail and freight unload and load, and away they go. The aim is never to stay on the ground more than two minutes. In fact, it's a game with the stewardess: "A second late today," regular passengers say. But it's being done on time. And it is encouraging the trunks to hurry up their between-stop operations.

And so the instances of how the local service airlines are making of this nation a more perfect union build up. And quite appropriately these instances build to point where their value in preserving the union can be assessed as a totality.

The local carriers operate about 175 aircraft. The vast majority of these are the time-tested, redoubtable but obsolete DC-3's; there is also a sprinkling of larger Martin and Convair aircraft. To man these aircraft, the locals employ about 450 flight crews. To maintain them, the locals employ approximately 1,000 mechanics and 1,000 other skilled ground personnel.

While it is impossible to translate these assets into direct dollars of defense value, we know that they represent a multi-million dollar asset to the nation in time of emergency. Also without a price tag from a defense standpoint are the airport and operating bases with their trained personnel from which the local airlines fly. But certainly their availability in the event of emergency is priceless. All in all, quite a contribution from Main Street to the nation.

[[end page]]  
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[[image - black & white photograph of an aerial view of Lakefront airport]]  
[[caption]]Lakefront Airport in Cleveland - less than 10 minutes away from theaters and shopping[[/caption]]

[[image - black & white photograph of an aerial view of the Birmingham airport]]  
[[caption]] The airport of Birmingham, Ala., served by both trunk and local service airlines[[/caption]]

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