

Us Airways

Pete Collins, Editor

American Airlines, US Airways and the Creation of the World's Largest Airline Ted Reed, Dan Reed, 2014-10-10 The 2013 merger of American Airlines and US Airways marked a major step in the consolidation of the U.S. airline industry. A young management team that began plotting mergers a decade earlier designed a brilliant strategy to seize an industry prize. In doing so, it enlisted the help of unions who engineered one of the labor movement's biggest corporate victories. The airlines' histories and the inside story of the takeover is told by two veteran airline reporters.

US Airways William Lehman, 2013-02-04 The history of US Airways begins in 1939 as All American Aviation, flying single-engine Stinson Reliant aircraft to carry mail under a contract by the US Postal Service. By 1953, All American became Allegheny Airlines with the goal to become one of America's premier airlines in the East. Allegheny grew by acquiring other airlines, the first being Lake Central Airlines in 1968, followed by Mohawk Airlines in 1972. In 1979, Allegheny became US Air to reflect the airline's desire to grow to the West Coast; this was followed by merging with PSA in 1988, Piedmont in 1989, Trump Shuttle in 1992, and America West in 2005. US Airways is now the fifth-largest airline in the United States, operating more than 2,000 flights daily. This book tells the story of the many men and women who transformed a small regional airline to become one of America's great success stories.

US Airways Geoff Jones, 1999-01-01 This book traces the history of the companies which comprise the most rapidly growing part of the commercial transport system. Each major cargo airline is covered from its humble beginnings to its current state as a major carrier. Documenting each carrier's fleet configurations, operations and much more, Jones brings to us a thorough account of the history and current operations of the major freight-hauling airlines.

Fly by Wire William Langewiesche, 2009-11-10 On January 15, 2009, a US Airways Airbus A320 had just taken off from LaGuardia Airport in New York when a flock of Canada geese collided with it, destroying both of its engines. Over the next three minutes, the plane's pilot, Chesley Sully Sullenberger, managed to glide it to a safe landing in the Hudson River. It was an instant media sensation, the Miracle on the Hudson, and Captain Sully was the hero. But how much of the success of this dramatic landing can actually be credited to the genius of the pilot? To what extent is the miracle on the Hudson the result of extraordinary—but not widely known, and in some cases quite controversial—advances in aviation and computer technology over the past twenty years? In *Fly by Wire*, one of America's greatest journalists takes us on a strange and unexpected journey into the fascinating world of advanced aviation. From the testing laboratories where engineers struggle to build a jet engine that can systematically resist bird attacks, through the creation of the A320 in France, to the political and social forces that have sought to minimize the impact of the revolutionary fly-by-wire technology, William Langewiesche assembles the untold stories necessary to truly understand the miracle on the Hudson, and makes us question our assumptions about human beings in modern aviation.

Airlines for the Rest of Us Stan Solomon, 2008 Small Cities 'to be Hurt Tremendously' by Airline Cuts Airline Subsidy Cuts Leave Three Towns Flightless No Convenient Route to Buffalo -actual newspaper headlines, 2007-08 It wasn't always like this. At least, not during the era of the Local Service Airlines. From the 1950s through the mid-1980s, these feisty, colorful startups provided a level of service unheard of today, reaching small communities across America. They had to. Encouraged and supported by the Civil Aeronautics Board, these privately-owned companies were mandated to bring reliable scheduled airline transportation-plus airmail and small package service-to the citizens of places like Enid, Oklahoma; or Walla Walla, Washington; or Kokomo, Indiana-and other places ignored by the bigger and older airlines. The locals may have begun with second-hand propeller-driven equipment, like the legendary DC-3, but by the mid-60s they were operating turboprops and jets-just like the bigger airlines. And some of these Locals, especially Frontier and Ozark and Piedmont, eventually gave the big boys a run for their money. One Local, Allegheny, became today's US Airways. These truly were Airlines For the Rest of Us, and this is the story of how they began, how they grew, and why they disappeared.

Miracle on the Hudson The Survivors of Flight 1549, William Prochnau, Laura Parker, 2010-12-28 The remarkable true story of Chesley "Sully" Sullenberger's heroic crash landing in the Hudson River, as told by the passengers who owe him their lives. Millions watched the aftermath on television, while others witnessed the event actually happening from the windows of nearby skyscrapers. But only 155 people know firsthand what really happened on U.S. Airways Flight 1549 on January 15, 2009. Now, for the first time, the survivors detail their astounding, terrifying, and inspiring experiences on that freezing winter day in New York City. Written by two esteemed journalists, *Miracle on the Hudson* is the entire tale from takeoff to bird strike to touchdown to rescue, seen through the eyes and felt in the souls of those on board the fateful flight. Revealing many new and compelling details, *Miracle on the Hudson* dramatically evokes the explosion and smell of burning flesh as both engines were destroyed by geese, the violent landing on the river that felt like a huge car wreck, the gridlock in the aisles as the plane filled swiftly with freezing water, and the thrill of the passengers' rescue from the wings and from rafts—all of it recalled by the cross section of America on board. Jay McDonald, a thirty-nine-year-old software developer, had survived brain-tumor surgery just two years earlier and now faced the unimaginable. Tracey Wolsko, a nervous flier, suddenly became other people's rock: Just pray. It's going to be all right. Jim Whitaker, a construction executive, reassured a nervous mother of two young children on board, only later admitting, I was pathologically lying the whole time. As the plane started sinking, Lucille Palmer, eighty-five, told her daughter to save herself: Just leave me! Featuring much more than what the media reported—moments of chaos in addition to stoicism and common sense, and the fortuitous mistakes and quick instincts that saved lives that otherwise would have been lost—*Miracle on the Hudson* is the chronicle of one of the most phenomenal feel-good stories of recent years, one that could have been a nightmare and instead became a stirring narrative of heroism and hope for our times.

Aviation Competition United States. General Accounting Office, 2000

The Big Six, 2000 The six major American airlines -- United, Delta, US Airways, American, Continental, and Northwest -- are covered in chapters that examine the history, operations, and fleets of each, as well as competition among one another. Contemporary color photography details the liveries and an example of every type of aircraft in each airline's fleet. Detailed captions identify the aircraft and how many of that type are currently flown by the airline. Brief mention is given to those airlines just outside the big six.

United Airlines-US Airways Merger United States. Congress. Senate. Committee on the Judiciary. Subcommittee on Antitrust, Business Rights, and Competition, 2001

AIR CRASH INVESTIGATIONS MIRACLE ON THE HUDSON RIVER *The Ditching of US Airways Flight 1549* Pete Collins,

Editor,2014-04-22 On January 15, 2009, about 1527 eastern standard time, US Airways flight 1549, an Airbus Industrie A320-214, N106US, experienced an almost complete loss of thrust in both engines after encountering a flock of birds and was subsequently ditched on the Hudson River about 8.5 miles from LaGuardia Airport (LGA), New York City, New York. The flight was en route to Charlotte Douglas International Airport, Charlotte, North Carolina, and had departed LGA about 2 minutes before the in-flight event occurred. The 150 passengers and 5 crewmembers evacuated the airplane via the forward and overwing exits. One flight attendant and four passengers were seriously injured, and the airplane was substantially damaged beyond repair. The National Transportation Safety Board determines that the probable cause of this accident was the ingestion of large birds into each engine, which resulted in an almost total loss of thrust in both engines and the subsequent ditching on the Hudson River.

The Proposed United-US Airways Merger United States. Congress. House. Committee on Transportation and Infrastructure,2000

Captain Sully's River Landing Steven Otfinoski,2019 Vivid storytelling brings an incredible story to life and place readers in the shoes of people who experienced the most successful ditching in aviation history - the emergency river landing of US Airways Flight 1549. On January 15, 2009, Captain Chesley Sully Sullenberger was faced with disaster when his Airbus A320 airplane struck a flock of Canada geese shortly after taking off from New York's LaGuardia Airport. With no engine power and no airports close enough for a landing, Captain Sully had no choice but to ditch his craft in the Hudson River. Suspenseful, dramatic events unfold in chronological, interwoven stories from the different perspectives of people who experienced the event while it was happening. Narratives intertwine to create a breathless, What's Next? kind of read. Students gain a new perspective on historical figures as they learn about real people struggling to decide how best to act in a given moment.

Footsteps in the Sky Helen E. McLaughlin,1994 Retired women flight attendants relate the excitement and romance of their former profession.

United Airlines-US Airways Merger United States. Congress. Senate. Committee on the Judiciary. Subcommittee on Antitrust, Business Rights, and Competition,2001

Flying the Beam Henry R. Lehrer,2014-07-15 With air travel a regular part of daily life in North America, we tend to take the infrastructure that makes it possible for granted. However, the systems, regulations, and technologies of civil aviation are in fact the product of decades of experimentation and political negotiation, much of it connected to the development of the airmail as the first commercially sustainable use of airplanes. From the lighted airways of the 1920s through the radio navigation system in place by the time of World War II, this book explores the conceptualization and ultimate construction of the initial US airways systems. The daring exploits of the earliest airmail pilots are well documented, but the underlying story of just how brick-and-mortar construction, radio research and improvement, chart and map preparation, and other less glamorous aspects of aviation contributed to the system we have today has been understudied. *Flying the Beam* traces the development of aeronautical navigation of the US airmail airways from 1917 to 1941. Chronologically organized, the book draws on period documents, pilot memoirs, and firsthand investigation of surviving material remains in the landscape to trace the development of the system. The author shows how visual cross-country navigation, only possible in good weather, was developed into all-weather blind flying. The daytime techniques of following railroads and rivers were supplemented by a series of lighted beacons (later replaced by radio towers) crisscrossing the country to allow nighttime transit of long-distance routes, such as the one between New York and San Francisco. Although today's airway system extends far beyond the continental US and is based on digital technologies, the way pilots navigate from place to place basically uses the same infrastructure and procedures that were pioneered almost a century earlier. While navigational electronics have changed greatly over the years, actually flying the beam has changed very little.

Miracle Landing on the Hudson S.L. Hamilton,2019-12-15 This title introduces readers to the skills and technology that came together to save the 155 people on US Airways Flight 1549 after the plane struck a flock of geese and lost all engine power. Simple text and incredible close-up photographs focus on the amazing rescue work. This title also features details about what to do if readers find themselves in a similar situation, surprising facts, and quotes from the rescuers and the rescued. Aligned to Common Core Standards and correlated to state standards. A&D Xtreme is an imprint of Abdo Publishing, a division of ABD0.

Local Impact of Proposed US Airways/United Airlines Merger United States. Congress. Senate. Committee on the Judiciary. Subcommittee on Antitrust, Business Rights, and Competition,2001

United Airlines/US Airways merger United States. Congress. Senate. Committee on Commerce, Science, and Transportation,2004

The Big Six Geoff Jones,2000 These giant corporations of the American airline industry now dominate the massive US domestic market and are major players in the intercontinental aviation business, forming the core of several global airline alliances. This work looks at each giant and traces its history.

Aviation Competition U S Government Accountability Office (G,U. S. Government Accountability Office (,2013-06 In May 2000, two of the nation's largest airlines, United Airlines and US Airways, proposed merging. As part of the agreement, United and US Airways also proposed divesting some of the US Airways' assets at Ronald Reagan Washington National Airport to create an airline to be known as DC Air. The Justice Department is now reviewing the proposal to determine if the merger would violate U.S. antitrust laws and, if so, whether the proposed divestiture constitutes an adequate remedy. GAO reviewed the proposed merger and found that it would create an airline so large that it would spur further industry consolidation. The new airline would have more than 25 percent of the total U.S. market and would take in almost \$9 billion more than the next largest airline. Although the proposed merger may benefit consumers by boosting competition in some areas, it could also eliminate competition in other areas and reduce consumer choice. DC Air would face significant competitive challenges from other airlines. DC Air would offer smaller aircraft and less frequent service but would seek to compete with other airlines by reducing its fares.

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