

FROM THE FLYING TIGER LINE INC.
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The Flying Tigers flew into top spot among the nation's transcontinental airfreight carriers today as they chalked up the biggest month of business since organization of the company nearly three years ago.

Robert W. Prescott, President, who, as one of the original Flying Tigers with General Chennault in China, founded the big airfreight company in July 1945, announced that the Flying Tiger Line flew a record-breaking 1,250,000 ton miles of freight in March.

Besides establishing a new tonnage mark for Flying Tiger operations, the March record rang up a sensational 400 percent increase above the comparable month of March 1947. A year ago, Flying Tigers flew 350,000 revenue ton miles.

While the Tigers' March airfreight record probably was surpassed by one or possibly two other carriers, the operations of these companies also embraced supplementary routes. The Tigers fly only a direct transcontinental route between San Francisco-Los Angeles and Kansas City, St. Louis, Chicago, Detroit, Cleveland and New York-Philadelphia. On direct transcontinental operations, the Tigers topped all competitors.

The strong upward surge of Tiger business came as the Civil Aeronautics Board pondered the question of whether the Tigers and other all-freight carriers should be granted full certificates of operation. Recently, two examiners, after lengthy public hearings, recommended that the Civil Aeronautics Board issue permanent certificates to the airfreight carriers. Presently, they are operating under temporary Civil Aeronautics Board letters of authority.

"Our March business plainly shows the great use which American industry is making of the service we offer", said Prescott. "No more eloquent argument could be advanced for the industrial usefulness of the airfreight carriers than

the simple fact that these carriers today are flying six tons of freight to every four transported by the passenger lines. This is being accomplished in spite of the fact that currently there are only four strictly airfreight carriers operating in competition with some 26 certificated passenger lines.

Passenger lines have opposed Civil Aeronautics Board certification of the airfreight carriers on the ground that airfreight is rightfully their business and they can handle it best.

Prescott pointed out that the record of the Tigers, which was the first company to enter the airfreight business after the war, and other airfreight carriers provided the best answer to the contentions of the passenger lines. "All you have to do," he remarked, "is look and see which type of air carrier the shipper is using for most of his freight".

Prescott said the Tigers' March business climaxed an intensive sales campaign begun last year after the Flying Tiger Line completed a highly successful contract operation of 42 trans-Pacific planes for the Army Air Transport Command.

The Sales results are clearly shown in the strong upward trend of traffic on the Tiger system, beginning in January, when 700,000 ton miles of revenue freight were flown. In February, this jumped to 809,000 ton miles, while the March figure of 1,250,000 ton miles topped January by nearly 80 percent and February by more than 50 percent.

The Tiger operations provide a daily transcontinental service with a fleet of five Douglas C-54 cargo airplanes, each of which can carry 10 tons of freight -- more than a railroad box car. This fleet was recently increased by two planes, which will soon enable the Tigers to expand their service into four daily transcontinental flights.

Pointing to the growth of Flying Tiger business, Prescott said that more shippers are now using Flying Tiger service than at any time in the

history of the Company. In March, alone, Flying Tiger Line added 60 percent to its list of new freight accounts. Of these, 40 percent are new to the airfreight industry.

"The reason for our growth lies not alone in the speed of our service, which provides second morning delivery in Los Angeles-San Francisco and New York-Philadelphia, and first morning delivery at other terminal points," said Prescott. "Other important factors which are changing many shippers over to airfreight is lack of damage, elimination of expensive and weighty crating, reduction of costly field inventories, quicker distribution, greater income and use of the product by reducing the time it is idle in shipment, and rates which range from less to only a cent or so a pound above those of the fastest surface transportation".

Although airfreight is the principal source of Tiger income, Prescott pointed out that the Company also is currently engaged in airplane modification work for other companies, thus effectively utilizing the big overhaul base which the line established in handling the huge Air Transport Command operations.