

Tigereview

OFFICIAL PUBLICATION OF THE FLYING TIGER LINE INC., BURBANK, CALIF.



VOL. 11, No. 1

MARCH, 1957

Tigers Carry First Immigrants on "Air Bridge to Canada"

An "air bridge to Canada," constituting probably the greatest single air lift in peacetime history, began in mid-March when The Flying Tiger Line carried the first planeload of immigrants from London to Vancouver, B. C.

Within the next year, some 350 flights are expected to bring more than 25,000 immigrants by air to Canada, mostly from the United Kingdom to settle on Canadian lands and enter the rapidly growing industries of that nation. They will be flown on five United States airlines, with Flying Tiger providing the initial flights.

John Pickersgill, minister of immigration at Ottawa, Canada, the nation's capital, said most of the immigrants will come from Britain, with some from France. Each will be charged \$200, which will be loaned to the immigrant if necessary without interest. The loan must be repaid in two years.

In addition to this airlift, Canada also expects to receive about 28,000 Hungarian refugees by sea and air in 1957 and an additional 175,000 immigrants by sea. Most of the Hungarian refugees will be carried by Canadian aircraft. The government bears the full transportation cost of the refugees.

Ever since the Middle East crisis, Canadian immigration offices have been swamped with applications from the Old World for a chance to start a life over again in the New World. The movement comes at a most opportune time for Canada, which is desperately short of population to fill the gaps in her vast, expanding territory, which is being developed more intensively than at any time in her history, especially in the mining and industrial fields.

"Littlest" Crew Gets "Biggest" Airplane

Pilots and stewardesses of the future took over when The Flying Tiger Line got delivery of the first of its new fleet of 10 Lockheed Super Constellation 1049H aircraft at Burbank from the Lockheed Aircraft Corp.

Designated the "littlest" crew for the "biggest" airplane, a contest among the children of FTL employees resulted in the selection of a flight crew of six boys and two girls from the San Fernando Valley. The oldest was 11 and the youngest was eight years of age.

They were chosen by their knowledge of specifications of the aircraft, which will go into service in April on the Flying Tiger system as the nation's largest and fastest transcontinental air freighter. The children chosen successfully answered such questions as cruising speed, payload, fuselage length and wingspread of the ship. If you didn't know, they are, in order, 331 miles per hour, 42,600 pounds, 113 feet 7 inches and 123 feet.

After their selection, President Bob Prescott awarded each crew member an official set of wings.

Tigers Sign Greyhound Tie-Up

Conclusion of an interchange agreement between the Greyhound Bus System and 16 air carriers, including The Flying Tiger Line, was announced by Bob Brunner, manager of rates and tariffs.

The agreement is designed to promote the interchange of shipments to off-line points served by Greyhound, thus greatly enlarging air freight service areas outside of major air terminals.

Power Fork Lifts Ordered for Seven Stations

A major ground equipment order which will give The Flying Tiger Line the finest fork lift fleet in the industry has been placed by Traffic Manager Joe Healy with the Hyster Co., of Portland, Ore.

Amounting to approximately \$100,000, the order calls for delivery of seven 16,000-pound capacity Hyster RC-160 lifts, equipped with power brakes, power steering, swing and side shift, six-foot fork blades and a 15-foot high lift.

Delivery is expected to be completed by the end of March. Stations to receive the new lifts are San Francisco, Chicago, Detroit, Burbank, Cleveland, Newark, and Idlewild.

The lifts will be larger than any such unit heretofore used on the system and will be capable of handling almost every type and size of freight.

New Sales Program Aims at 30% Traffic Boost

A sales program which is expected to lift Flying Tiger air freight revenues to a base in excess of \$1,250,000 a month, or between 25 and 30 per cent above today's traffic volume, was laid before sales managers and sales representatives in a series of two meetings in March.

Three-day programs, headed by Vice-President George T. Cussen, Assistant Vice-President John Higgins and General Sales Manager Pete Albert, were presented in San Francisco and Detroit as the opening drive to fill the new Lockheed Super Constellation air freighters. The ships are expected to be in fleet operation between April 15 and May 1.

All sales personnel attended the meetings so that everyone connected with the selling of the aircraft could become personally acquainted with the program. Western personnel met in the San Francisco meeting, while all midwest and eastern sales personnel attended the Detroit conference.

Vice-President Cussen set the pace when he told the Sales Department:

"This is the year we separate the men from the boys."

He told the men that he used that statement as a base for understanding the scope of the job that lay ahead of the Sales Department.

"Last year, the air freight industry recorded an average increase of 10 to 11 per cent in traffic," he said. "Flying Tiger showed about a 20 per cent gain. We made that gain through better schedules, better performance, concentration on more profitable freight hauls and going after the big freight."

"Now, for 1957, we have got to show a 25-30 per cent gain if we are going to make use of the Super Constellations the way the company envisioned when it committed itself to buying \$23,000,000 of new aircraft."

"If we fail to do the job of selling that must be done to operate these aircraft successfully, the results can be very serious. There is no doubt in my mind that we can do that job. We have done it in the past and our record is good. But there never was a time when it was more important to turn in a record performance than this year."

"We are going to be offering the shipping public the finest air freight schedules—the fastest air freight schedules—the largest amount of all-freight air lift ever organized by one airline."

"Your equipment will be outstanding and we know how to operate it. Our job is to see that we get that story across to the shipper and get the freight needed to fill these new 42,500-pound payload aircraft."

He said that Sales could expect increased efforts from competition. "They know what we have and they will do all they can to meet the challenge by working harder for each day's freight load," he pointed out.

Cussen paid the Sales personnel a tribute for the progress that had been made in selling deferred air freight. "The Flying Tiger Line

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The "littlest" crew for the "biggest" airplane lines up to take over the Flying Tiger Line's first Constellation. From top to bottom: Bobby Bellini, Ronald Duly, Billy Vosper, Billy Bartling, Rand Malmin, Allan Cohen, Janet Penrose and Virginia Collins.

Lynn Predicts Big Gain for Air Mail and Air Express

W. R. Lynn, airmail, air express and agency manager, told the annual spring sales meetings that Flying Tiger transported \$37,408 of airmail and \$104,515 of air express in the last six months of 1956, the first such period in which the carrier has had the right to carry such property.

Lynn predicted that Air Express traffic could be expanded to a volume of \$35,000 a month in 1957, or twice the 1956 average and that freight revenues from agents could rise to \$150,000 a month this year. He said a program to develop productive agents and eliminate deadwood was underway to bring about realization of the goal.

Lynn said the leading airmail stations were, in order, San Francisco, Burbank, Cleveland, Chicago, and Philadelphia, while the leading Air Express stations were, in order, Detroit, Boston, Newark, Philadelphia and Chicago. Stations producing the best agent revenue, in order, were Burbank, Buffalo, Newark, San Francisco and Boston.

A PLACE IN THE SUN FOR ST. PAUL

When The Flying Tiger Line inaugurated service in the Minneapolis-St. Paul area in 1955, one of the principal points stressed to the airline by the St. Paul drumbeaters was the fact that the airport belonged as much to St. Paul as it did to the sister city of Minneapolis.

Recently, the airline had occasion to place some advertising in Twin City papers and this unexpected editorial in the St. Paul Pioneer Press followed:

"HURRAH FOR US DEPT."
 "Tis only fair to utter a cheer when St. Paul is given its rightful place in the sun. . . ."

"Recently, The Flying Tiger Line ran an advertisement in which St.

Hungarian Freedom Fighters Become American Flying Tigers

Four refugees from Hungary who fought in Budapest as Freedom Fighters and then escaped the Russians and Secret Police after they had run out of ammunition found new jobs in a new land with The Flying Tiger Line.

Among a group of 57 men and women brought to Los Angeles under sponsorship of the Los Angeles Presbytery, the men came to the attention of President Bob Prescott, who referred them to Flying Tiger's Personnel Department. Since they were skilled mechanics, they quickly qualified for work in the airline's Burbank shops.

The men are Anthony Zandor, 38, a 5,800-hour pilot formerly with the Hungarian Lufthansa; Anthony Kovacs, 28, his cousin, formerly an airplane engine mechanic; Joseph Varga, 23, former aviation instrument assembly worker, and his brother, Leslie, 21, also an aviation instrument man.

Among the first of the newly-arrived refugees to get work, the men were placed with The Flying Tiger Line after Prescott heard a friend remark that he was trying to help some Hungarians who had been flown to California under sponsorship of Southern California Presbyterian churches. When Prescott learned that the men had aviation background, he suggested that they contact the company.

The men were part of the movement of refugees for whom President Eisenhower offered asylum after the October slaughter of the Hungarians in Budapest by the Russians and Secret Police.

TIGERS WIN AMC CONTRACT TO MOVE MISSILES

WRIGHT - PATTERSON AIR FORCE BASE, OHIO—The Flying Tiger Line, Inc., Burbank, Calif., was the successful bidder for air transportation of high priority cargo for the ballistic missile program according to the Air Materiel Command at Wright-Patterson Air Force Base, Ohio.

AMC conducted the contract negotiations for Air Research and Development Command's Western Development Division, Inglewood, Calif. Twelve bidders answered the request for proposals issued by AMC.

Flying Tiger's contract amounts to \$153,551 for the period of Feb. 15 to June 3, 1957. The route will be between Santa Monica and San Diego, Calif., and Patrick Air Force Base, Florida.

The contract also contains a call provision for additional trips, as required, to include service into Edwards and McClellan Air Force Bases, California; Kirtland and Holloman Air Force Bases, New Mexico, and Lowry Air Force Base, Colorado.

The Flying Tiger line will use C-54's and will also provide additional C-54 aircraft when needed by the Western Development Division.

Paul was not only listed as an aerial port of arrival but the airfield correctly referred to as Minneapolis-St. Paul International Airport.

"Such accuracy is not only unusual but to be highly commended.

"Then from Ray Thibodeau, secretary of the Builders Exchange of St. Paul comes word that national advertisers are using St. Paul in their ads. . . ."

"Such recognition, gentlemen, is a refreshing change. . . ."

If this sounds somewhat familiar to FTL, it is. Remember how long we were called a "non-scheduled" freight line?

Credit Union Declares 5% Dividend

At the annual meeting of the Flying Tiger Employees Federal Credit Union, held on January 23 at Hody's Restaurant in North Hollywood, the membership voted a five per cent dividend and elected the following officers:

Board of Directors—Lou Bloch, president; Cordull "Buck" Buchanan, vice-president; Dick Yung, treasurer; Shelley Green, secretary; and Bernie Senn, board member.

Credit Committee—Ray Kirkpatrick, chairman, and members Gen-cva Liszczak, Bob Bennett, Chick Hambright and R. Counts. Alternate credit committee members are W. H. Cashon and I. M. Koffler.

Supervisory Committee—Ralph Stump, chairman, and members Louise Luth and Guy Richards.

Education Committee—Buck Buchanan, chairman, and members Lee Vogel, Josie Schochinski, Don Savage, Bud Sherry, George Nau, Bill Bromley and Nancy Tarr.

During the dinner, and prior to the business meeting, the members enjoyed a musical program presented by Richard Yung, Jr., Nancy Yung and Eddie Hambright, children of credit union members. The proud fathers, Dick Yung of Tabulating and Chick Hambright of Flight Line, were among the audience.

Two additional airlines have been added to the list of those offering discount rates on airline travel for credit union members. They are Deutsche Lufthansa, a German line which offers discounts over its routes between Frankfurt, Madrid and Lisbon, and Braniff Airways, offering discounts on its international flights only out of Houston, Texas and Miami, Florida.

With the vacation season just around the corner, credit union members should be reminded that discounts are also available on Northwest Airlines, Air France, Trans American Airlines, Acronaves De Mexico, KLM Royal Dutch Airlines, TWA, Capital and Transocean Airlines. For full information on the amount of saving available and the routes offered,



Postmaster General Summerfield (center) not only took time out from a busy schedule, but called in a cameraman to record the event when George Oberdorf, assistant to President Bob Prescott, presented the PMG with the original artist's sketch used in the Flying Tiger advertisement telling how the Post Office is using air freight to speed three-cent mail. Vice-President L. C. Burwell, Jr., (right) who heads up FTL's Washington executive staff, watches the presentation.

members may contact Leona Ross, credit union manager, in FTL's main office building.

This service is offered through the courtesy of your credit union and means extra work for them, so please be considerate and keep the following suggestions in mind:

1. Give the Credit Union plenty of advance notice.
2. If you receive no immediate answer to your request for travel discount, be patient. They are working on it.
3. You MUST have an authorization for discount from the credit union in order to obtain the discount from the airline.
4. You CANNOT get the authorization for discount after your trip.

Connie Advertising Campaign to be Largest in Tiger History

An advertising, publicity and sales promotion budget of \$376,500 has been approved for 1957 in connection with the introduction of The Flying Tiger Line's new Lockheed Super Constellation fleet.

The budget is the largest ever appropriated by the company and it will be expended primarily in newspaper advertising in the cities which will receive direct Constellation service. This will be supplemented by national advertising in several large publications such as U. S. News & World Report, Business Week and the Wall Street Journal, which will reach all Flying Tiger markets.

The Constellation campaign will begin shortly before the airline inaugurates full fleet service of its air freighters. Additionally, experimental promotional efforts are underway to develop the low-cost group travel market.

Besides newspaper and magazine advertising, the budget will cover expenditures for such promotional items as calendars, matches, direct mail, classified telephone listings and freight stickers.

CRUSHER SHIPMENT "NOT UNUSAL"

Flying Tiger's Milwaukee operations got a valuable publicity assist recently when the widely-circulated "Sales News" of the Allis-Chalmers Manufacturing Co., one of the world's largest makers of machinery, published a picture showing a large crusher renewal part being loaded on to a Flying Tiger air freighter. Remarking that such movements are "not unusual," the magazine commented on the availability of "overnight service for an appreciative customer."



President Bob Prescott listens to a story of how this group of Hungarian refugees escaped from Budapest after fighting the Russians there in the October revolution. Left to right are Joe Varga, Tony Kovacs, Prescott, Tony Zandor and Leslie Varga.

New Sales Program . . .

(Continued from page 1)
has sold more deferred freight than all of the rest of the industry, combined," he remarked. "We haven't hit our goal, it is true, but we have showed the way and when the case of deferred air freight comes up for renewal of this form of rate tariff, The Flying Tiger Line will have done more than any other carrier to justify continuance of this new form of shipping by the Civil Aeronautics Board."

Sales personnel were cautioned to keep "costs in line." All costs are going up. Cussen said—labor, materials and general operating costs, "but our rates remain fixed, despite our appeal for an increase." "Until we can overcome the opposition of some carriers and get that increase, we are going to have to economize on every dollar we spend," he declared.

Assistant Vice-President John Higgins, pointing out that the airline had achieved a monthly traffic volume of \$1,100,000 last fall at one stage of operations, said he did not feel the new goal was out of line.

Backing up the estimate of a monthly volume of \$1,250,000, he presented extensive graphs and charts showing what had been accomplished, station-by-station, new quotas assigned for 1957 and how they could be accomplished. He also presented an extensive analysis of station revenues and costs and discussed ways and means of bringing about a better balance among stations whose costs were running above the system average.

Detailing programs beyond the new flight equipment which will help Sales attain the 1957 goals, Higgins told of improvements being made to facilitate sales efforts, listing such developments as:

1. A supplemental TWX system to certain major points to relieve the communications burden, speed up flight and freight information and provide an end-result of better customer service.
2. Purchase of \$100,000 of new fork lifts to enable major stations to do a better, faster job of heavy freight handling.
3. Pre-palletized loading, possibly this summer, to speed up ground handling.
4. Establishment of full-time customer service desks to be jointly operated by Sales and Ground Operations at major points, with the pattern being worked out at the BUR station.
5. Increased co-operation between Sales and Ground Operations to insure better customer service.
6. Improved freight estimates to relieve backlog situations.
7. Aid to individual sales offices that will bring about more "analysis" selling, designed to get new freight on the airplanes.
8. Expansion of sales effort in the airmail, air express, agent, deferred freight, interline and import fields.
9. A broadly expanded promotion program.

General Sales Manager Albert discussed extensively the problems of sales office administration. He stressed efficiency in selling through better daily sales plans—know where you're going, the activity of competition in certain fields and areas and reviewed individual flight load factors and how they might be improved. Such items as budget control, sales tools such as sales leads and sales aids, coverage of trade conventions and the technique of good sales reports were stressed.

Especial emphasis was laid on the selling of freight charters, where, he said, some stations had done an outstanding job, bringing in "very important revenue," while in other stations "not a single charter had been sold."

Other speakers included Len

Kimball, vice-president public relations, who presented the company's expanded Constellation promotion program, emphasizing that Flying Tiger will be able to offer an all-freight service that can be matched by no other airline; A. R. Pickett, who outlined the plan for development of new interline and import traffic; W. R. Lynn, discussing the development of agency, air express and airmail traffic; Bob Brunner, explaining new interpretations of tariff procedures and the effect of new regulations; and Brian Hayhoe, who told of the growth of the low-cost group travel program, and the sales assistance that could be rendered in this development by the various freight sales offices.

Guest speakers included William Shulver, director of material control for Lockheed Aircraft Corp., F. J. Maclin of the Air Transport Association, T. F. Turner, regional Air Express manager, and V. E. Jones, regional transportation manager of the U. S. Post Office.

Bulletin

Initial Constellation Shakedown Flights

The first shakedown flight of The Flying Tiger Line's new Lockheed Super Constellation air freighter got off to a record start when the big ship left Newark on March 7 with a payload of 40,900 pounds.

This is the largest load of commercial air freight ever airlifted across the United States.

Shakedown flights are continuing to all Constellation cities and the airplane has been worked at San Francisco, Burbank, Newark, Detroit, Cleveland and Chicago.

Pilots are enthusiastic about the airplane. They say its performance is excellent. There are some loading problems which are being worked out.

The aircraft will continue on shakedown flights until the middle of April, when the regular Constellation schedules will be introduced. These will cut from 30 minutes to an hour and a half off existing DC-6A schedules.

One aircraft also is being used on the Pacific and made a smooth initial flight from Travis Air Force Base, near San Francisco, to Tokyo with freight, returning with 95 passengers. Capt. Duke Hedman, who flew the first flight, said the performance of the airplane was "wonderful."

First Air Express Shipment

It was only seven years after the initial flight at Kitty Hawk, North Carolina, that the first experimental air express shipment was made.

On November 7, 1910, a Wright biplane piloted by Philip O. Parmelee took off at Dayton, Ohio, with one passenger and \$1,000 worth of silk consigned to the Morehouse-Martens Department Store in Columbus, 65 miles away. The bolt of silk, which had been shipped to Dayton by rail express from New York, weighed 60 pounds and had to be carried on the knees of the pilot and his passenger because the plane had no cockpit, cabin or other cargo-carrying facilities. The historic flight, made in 66 minutes, was considered a stunt—but it did foreshadow the realization that the airplane some day would occupy an important place in the operations of commerce and industry.

BOBO'S BRIDE PULLS BOOBOO--BITES BOY

John Mulhollan may—although it is unlikely—forget someday how he arranged to have The Flying Tiger Line fly its first gorilla, but his 12-year-old boy, Steve, never will. In fact, it is doubtful if Steve will have much to do from now on with the animal shipments his father, DSM at BFL, gets from Seattle's famed Woodland Park Zoo.

John, who has brought in everything from elephants to deer for the big Northwest zoo, wasn't too surprised when his friend, Ed Johnson, zoo director, and Frank Vincenzi, animal trainer, told him about the bride they were going to get for Bobo.

Frank, who is a familiar figure on Flying Tiger air freighters since he accompanies the most of the shipments, would be sent to New York to meet Fifi. Johnson explained. Fifi is a three-and-one-half year old female gorilla from French Equatorial Africa. A group of 10 prominent Seattle businessmen plunked down \$3,750 for her so Bobo, Seattle's male gorilla, could have a mate.

Vincenzi and FTL picked her up in New York and headed west. Frank said Fifi was a poor passenger. "She was airsick all the way," he remarked. "The minute we took off, she sprawled on the floor of her cage and never got up again until we landed."

The arrival at Seattle was adequately covered by press, TV and radio and everything was proceeding according to Hoyle—or Dr. Livingstone—until, at the zoo, one of the Seattle Times photographers suggested that John's boy, Steve, feed Fifi a few peanuts.

Steve went to get some. Meantime, Bobo, who hadn't yet seen Fifi but must have heard about her, was strutting around in his cage to the applause of visitors, pounding his chest, striking dramatic poses and rumbling something that may have been his version of "Fifi, am I the Guy?"

Steve returned and evidently it was peanuts Fifi wanted for she grabbed Steve about the leg and began to chew on it. Johnson grabbed Fifi and all was quiet in a moment. While Steve nursed his bruised leg, his father took a ribbing from visiting press, who accused him of doing anything to get the Flying Tiger name in the paper. As a matter of fact, Steve, himself, took a rather long look at his father.

Just for the record, Vincenzi expressed his thanks to Flying Tiger "for the cooperation in making this move successful, especially to Frank Clain and the others in EWR who helped out in getting the details covered and for their special assistance to me."

P. S. Mulhollan added: "I assure you this (meaning Steve's unexpected encounter) was not a planned procedure."



Frank Vincenzi, Seattle Zoo trainer, slips Fifi a carrot on their arrival at Seattle.



Ed Johnson, zoo director, gives Fifi a little soothing backrub as she tells a reporter: "I haven't made up my mind about Bobo."

Costa Re-Joins Tiger Staff

The appointment of Mike Costa as assistant to the vice-president sales was announced by Vice-President George T. Cussen.

Costa, who formerly worked for Flying Tiger as district sales manager at Los Angeles, will be responsible for co-ordinating all phases of contract sales and the development of contract sales activities which have not already been assigned.

Costa, who spent 11 years with Railway Express before joining Flying Tiger in 1948, returned to the company from Slick Airways, where he had held the post of district manager for Los Angeles.

BEER FLIES HIGH BEER FLIES TO HER HIGHNESS

The world's two capitals of beer were linked by a Flying Tiger air freight flight when it flew a shipment of six cases of Milwaukee's finest to Munich.

The shipment was arranged as part of an annual pageant in the famous German brewing capital.

Five Milwaukee breweries sent the beer, along with 40 Wisconsin tavern representatives for a 15-day tour of German breweries, arranged by the Federal Distributing Co., of Milwaukee, local distributor of the famous Lovenbrau beer of Munich.

The beer—not the passengers—got to Munich via Flying Tiger. The passengers got there on an airline passenger flight.

While speaking of beer, it remained for a western beer to grab a few headlines of its own, and Flying Tiger along with it. When Sicks' Seattle Brewing and Malt-Co., read about Princess Grace of Monaco drinking beer after birth of her baby, the brewery promptly dispatched a complimentary case of famed Rainier brew to her majesty—by Flying Tiger air freight, of course. District Sales Manager John Mulhollan and Capt. Donald Hopkins got on to most Seattle TV networks in a scene showing them loading the beer on the aircraft.

Refugee Flights Cover the World's Most Rugged Terrain

Flying Tiger crews and aircraft, who transported the first Hungarian refugees to the United States under President Eisenhower's freedom move, have completed another flight assignment which, at least from an airline operating point of view, far overshadowed the first Europe-U. S. flights.

In a period of 10 weeks, company passenger aircraft and crews flew 1200 refugees from Europe to South Africa, Australia and New Zealand, traversing some of the world's most rugged flying areas. All of the flights were operated with complete safety to passengers and crews.

Operating out of Linz, Austria, the airline flew six flights over a 7,000-mile route to Johannesburg, via Munich, Geneva, Marseille, Tripoli, Kano in Nigeria and Leopoldville, in the Belgian Congo. Brian Hayhoe, International Sales Manager, said. The flights crossed the breadth of the Sahara desert.

On the flights to "Down Under," the airline flew from Vienna to Auckland, New Zealand, via Munich, Zurich, Geneva, Lyon, Marseille, Rome, Athens, Beirut, Bah-

rein, Karachi, Jodhpur, Alahabad, Calcutta, Rangoon, Bangkok, Saigon, Darwin and Brisbane—a route of some 12,000 miles. The rather roundabout start was necessary to conform to flying restrictions. The airline made 15 flights between Europe and New Zealand, Hayhoe said, and 10 more are scheduled.

The briefings issued by Ed Pinke, director of flight operations, illustrate the rugged nature of the flying job performed.

Slag Piles and Fog

Navigation facilities are practically non-existent over most of Africa, so navigators were assigned to the flights. Because of inadequate surveys, terrain was a major consideration over the entire route. Charts for the Tripoli-Kano segment showed a few ranges supposedly between 7,000 and 10,000 feet in elevation but experienced pilots said some mountains were in excess of 11,000 feet. Another form of terrain hazard was pointed out in the vicinity of Johannesburg, consisting of slag piles which had accumulated over many years and were reported 1,000 feet higher than the immediate ground level.

Fog was also reported to be a major problem at Johannesburg.

Because of substantial uranium mining in Central and South Africa, numerous areas were restricted and pilots were cautioned to consult with local aviation authorities to avoid incidents.

Crossing of the Sahara presented some unusual communication problems during daylight hours, when transmission was reported to be extremely poor.

Racial Problem

Finally, crews were cautioned about the critical racial problem in much of Africa and the need for utmost diplomacy.

On the runs to "Down Under," radio navigation facilities were "spotty" and as a result, all flights carried navigators. Caution was stressed particularly on the routes from Tripoli to Aden, across Borneo and in the Celebes, which are marked by mountains frequently in excess of 10,000 feet elevation.

Wettest Place on Earth

Particular attention was directed to the winter monsoon season in east India and Indonesia, one of the wettest areas on earth with records of as much as 45 inches of rainfall in 24 hours! During such heavy squalls, water standing on the runway can hinder acceleration to such an extent that it is possible to pre-

TARRY FEATURED IN HOME-TOWN PAPER

One of the crew members on the African flight was 35-year-old Jack Tarry, whose hometown paper, the Elyria, Ohio Chronicle-Telegram, devoted a front-page feature story to the flights.

The story told how the flights were being made and then dwelt extensively on the airline's numerous flying experiences in unusual fields, including the job performed in 1955-56 on the DEWLINE project in Canada, where Flying Tiger provided most of the airlift for building of the famed North American radar fence.

A graduate of Elyria High School, Tarry attended Ohio State University and became a flight instructor for the U. S. Air Force during World War II. He joined The Flying Tiger Line in 1951.

Pussy Cat, Pussy Cat — Where Have You Been?

It was noon of a sunny day in Burbank and Flying Tiger Flight 153 out of Detroit was just rolling up to the blocks. Nearby, a mother and her little daughter waited excitedly, for aboard the flight were their pets—a parakeet and a cat from Cleveland.

As the big cargo doors of the aircraft swung open, the little girl jumped happily up and down with eager anticipation of the coming reunion.

As usual, when there are animals on a flight, especially when a customer is waiting, the boxes containing the parakeet and cat were unloaded first and taken into the freight station.

The mother opened the box containing the parakeet and set the cage on the floor when suddenly the air was filled with a horrified scream from the child. The cat box was empty!

Too stunned for words, the station personnel just looked in amazement. The 10 year old girl sobbed bitterly and in between sobs she managed to give a description of her cat. It was rust in color, white chest, two years old, weighed 12 pounds, had a bob tail, and carried the handle of "Petunia." A hurried telephone call to Detroit disclosed that the cat had been on the flight at that time. A search of the hangar and surrounding grounds was fruitless. So back to the aircraft the cargo crew went looking under seats, nets, but no Petunia.

When all seemed lost, one of the mechanics asked what that odd smell was in the cockpit. It was Petunia. In her fright, she had escaped from the box and gone, of all places, up and behind the pilot where she was stuck between the instrument panel and the stiffener that holds the instrument panel in place.

Dave Gillespie, a member of the maintenance crew at Burbank, removed the instrument panel and after approximately one hour of pleading, pushing and pulling, Petunia was freed. Wrapped securely in a red plaid shirt and in the arms of her mistress she departed from the cockpit and was placed in the back seat of her car and taken home.

Station Manager Jim Giffen headed for Nurse Duke's office and a bromo-seltzer and then expounded this new rule for station managers—never accept any more cats in cardboard boxes!

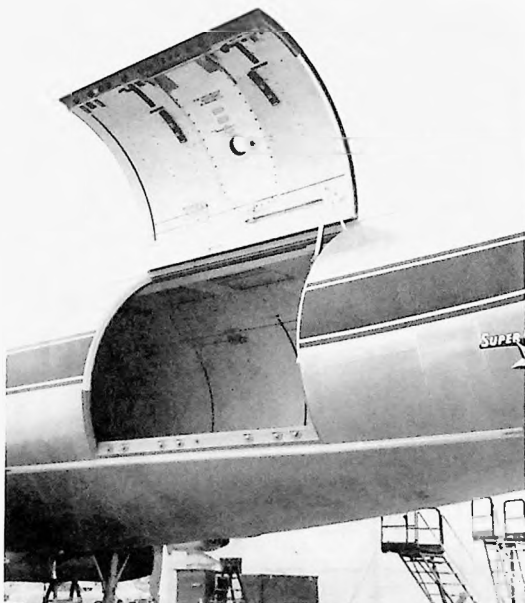
Scenes Here and There in Flying Tiger's Super Constellation Story



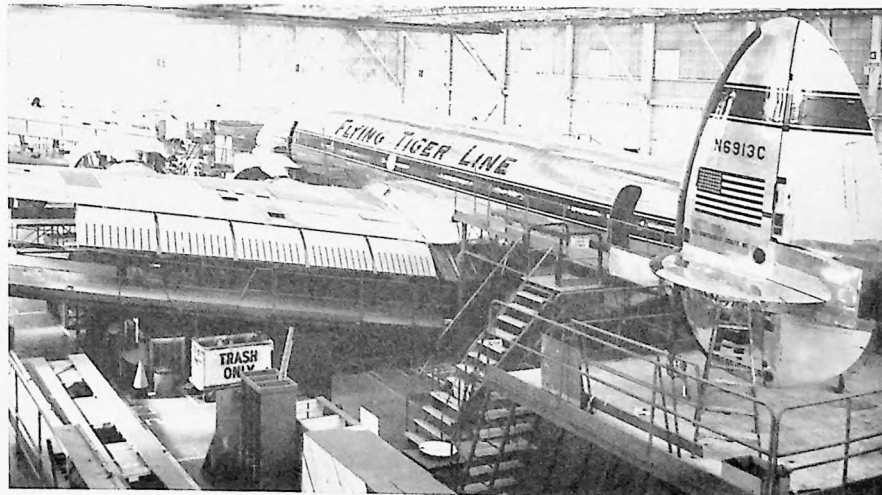
Assistant Treasurer Ozzie Burghardt of FTL shows mock astonishment as he signs the check for \$2,016,943 which brought Flying Tiger its first Lockheed Super Constellation. Watching is Frank Frain, Lockheed treasurer.



George T. Cussen, FTL vice-president, delivers the check to Frain, while Bill Bartling, vice-president of research and development for FTL and the man who sparked the airline's Constellation program, bears witness.



A view of the cargo door on a Super Constellation air freighter.



Here is the final assembly line at the huge Lockheed plant at Burbank, Calif., where the finishing touches are applied to Flying Tiger's Super Constellation fleet. One of the ships is shown nearing end of the line. Although the picture does not show it, two other Flying Tiger ships are directly behind the one in view.

Crew's Generosity Helps Refugee Family to Freedom

Quick-thinking and the generosity of a Flying Tiger crew freed a 37-year-old Bulgarian emigrant and his family, won warm praise from British airline officials and put the Flying Tiger name prominently into the Munich press.

A newspaper clipping forwarded to The Flying Tiger Line office at Frankfurt, Germany, by A. G. Staniek, senior traffic officer for British European Airways at Munich, told the story of an emergency met by Capt. Emmett Flood and his crew on departure of a Flying Tiger flight to the United States with refugees.

The story, headlined, "The Propellers Were Already Running," appeared thus in the Muenchener Abendzeitung:

"Due to the help of an airplane crew and the generosity of the criminal police of Munich, a Bulgarian engineer, 37 years old, was enabled to emigrate with his family.

"A quarter of an hour before the start of the migration airplane on the Munich-Riem Airport, the engineer was arrested in the plane because he still had some debts.

"The engineer who was working with Radio Free Europe got a loan from a private individual some time ago, half of which he had already repaid. Due to the preparation for emigration, he was short in money and could not pay the installment.

"Only a few days before his departure, the creditor appeared and demanded the immediate repayment of the rest of the loan. The engineer offered him a precious photo and wrist watch which were worth much more than the sum due him. However, the creditor refused.

"One day before the emigration, he contacted the police and filed a claim against the Bulgarian. The same evening, the public prosecutor was alerted and the next morning, the criminal police received a warrant of arrest.

"The police, arriving at the airport, found the plane ready to take off. However, the emigrant had to be arrested. He, his wife and two children had to leave the plane and

come along to the police station of the airport.

"When Capt. Emmett Flood was informed of this incident, he immediately collected the sum due the creditor from his crew and handed it to police. The police called the judge and the public prosecutor and asked them to withdraw the warrant of arrest. After a short discussion, the officials were relieved of the warrant and the engineer and his family were permitted to re-enter the plane.

"A few minutes later, the engines started and the plane of The Flying Tiger Line left for the United States."

Commenting on the crew's action, Senior Traffic Officer Staniek of BEA wrote:

"Possibly this passenger, if he would have been detained and fined by the German authorities, would have never been able to migrate to the States.

"We should like to congratulate you for having such a fine crew amongst your Flying Tiger staff and we should like also to express our unprejudiced admiration for the excellent and exemplary attitude shown by all members of the crew. The names of the crew members concerned are Capt. Emmett Flood, First Officer Robert Conrath, Co-Pilot Alvin Krueger, Navigators Harry Phillips and Robert Barsby."

BOARD VOTES DIVIDEND

The board of directors of The Flying Tiger Line has declared the semi-annual dividend of 25 cents per share on the five per cent preferred stock. Series A, payable June 14, 1957, to stockholders of record May 1, 1957.

Live-Wire Salesman Plugs Tigers

Frank X. Connolly, whose sales efforts in Flying Tiger's Newark area have won him a top rating, has his own way of getting his story across to those whom he wants to reach. He is chairman of the airline committee of the Raritan Traffic Club, leading traffic organization of the central New Jersey area. The club publishes a monthly bulletin and one of Frank's jobs is to see that news of the airlines is disseminated. Needless to say, "Wing Tips" gives Flying Tigers ample space. A recent issue covered everything from the airline's domestic freight operations to its overseas low-cost group travel program, to say nothing of special cargo flights and the new Constellation fleet.

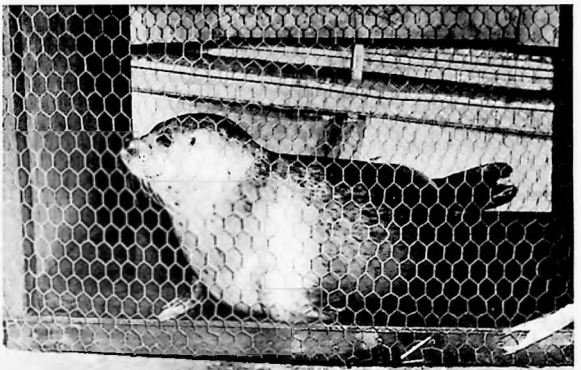
Tiger Charter Brings Korean Orphans to New Homes

Flying 7,500 miles across the Pacific, 76 American-Korean orphans reached new homes in America recently on a Flying Tiger flight that brought them to Los Angeles from Tokyo.

Awaiting the children, 60 of them under three years of age, were their adopting parents, 32 of them from Los Angeles. As each child was led from the aircraft, his name was read from a plastic band attached to his wrist.

The parents, some in tears, some laughing and some visibly restraining their emotions, rushed forward to greet their new child. Some parents were getting their first child. Another couple who recently lost their only child were among those receiving one of the orphans, while still another couple who already have six children were getting their seventh.

The charter was arranged by World Vision, Inc., a missionary society. Farmer Henry Holt of Oregon, who already has adopted eight Korean orphans, arranged the flight.



"It was a very pleasant ride, thank you," or some such thing, this elephant seal might be saying on his (or her) arrival in Chicago after a fast six-hour trip from San Francisco. Destination was the Brookfield Zoo.

"Thanks" Department

Probably there is no greater reward for a job well done than the sincere "Thanks" of the person benefited. These recent letters are a testimonial to the efforts of Flying Tiger people who did the job.

From Ernest W. Poore, president, BuAer Recreation Association:

"The Bureau of Aeronautics Recreation Association (and particularly the BARA Travel Committee) would like to take this opportunity to express its appreciation for the well-done job afforded us by the Flying Tiger Line Inc., relative to our European tour last summer.

"The overwhelming number of enthusiastic reports from the group who were in attendance on the flights, have indicated that we could not have had better flight conditions, a better airline, a better crew and better administration of the flight plans. This indication is substantiated by the fact that there has not been one complaint relative to the flights.

"With the aid of the 'salesmen' we have acquired as a result of our 1956 European tour, we hope to be able to encourage another comparable trip in May of 1957. (The group since has been scheduled to leave this year on May 18).

"I am enclosing two letters from our BARA travelers in support of our belief that the foregoing adjectives are well-founded and justly due to the Flying Tiger Line."

One letter read in part: "This is a rather belated expression of appreciation of the European tour promoted by your organization. It was a really wonderful trip and I am sure that most of us returned feeling that we had the utmost in way of entertainment. * * * Both crossings via plane were smooth and enjoyable. * * * I shall always look back on this tour as one of the real highlights of the traveling I have done and am grateful to BARA for the opportunity to make the trip."

Another letter read in part: "Just in case you are interested, the St. Jacques family had a wonderful time on the BARA tour of Europe. * * * In order to cover the ground which we did in the four weeks' time, it was necessary to have a fast-moving schedule with no dull moments * * *. The air transportation was excellent and we had a smooth trip both ways. The piloting was commendable."

Recreation Association, Department of State, Washington:

"The State-USA Recreation Association would like to express its thanks to the Flying Tiger Line for its cooperation and assistance in organizing our flight to Europe. We have been very much satisfied * * *"

Kollsman Instrument Corp. Trav-

el Club: "Here it is some five weeks after our return from Europe and I am still receiving letters and telephone calls from our members with expressions of gratitude and compliments on our judgment in selecting The Flying Tiger Line for our trip. Let me, therefore, pass these good words on to you and add my own appreciation for an excellently executed trip and for the fine cooperation your staff has given us all down the line. * * * Needless to say, we will again be flying with The Flying Tiger Line."

They are—they leave again in August, 1957.

Thistle Social Club, St. Catharines, Ontario:

"The members of the above club who participated in our recent trip to Renfrew, Scotland, have asked me to write a letter of appreciation to you for the wonderful way that the trip was handled by your agent in Buffalo and also the service we received from the crew members enroute, going and coming. We had air travel at its best, nothing missing, comfort, meals, attentive air hostesses * * *. Thanks for a first class trip. * * *"

Internal Revenue Athletic Association, Washington:

"On behalf of those members of the Internal Revenue Athletic Association who made the trip to Europe on one of your planes, I want to express to The Flying Tiger Line the appreciation of our group. Both flights, going and returning, were very smooth and comfortable. The crew made us feel we were in very safe and capable hands and the stewardesses were most gracious and pleasant. * * * I have had innumerable requests for another trip next year. * * * It was the opportunity of chartering our own plane that made possible a trip to Europe for the members of our group. The Flying Tiger Line provided a means of transportation which we could afford. Thank you for offering us such a splendid opportunity."

They are flying with FTL again this year in May.

And, in air freight, the following from C. C. Gaudio, general manager of Air Express:

"Before we are too far removed from the holiday season, I want to say 'Thank you' to all of you in Flying Tigers for the splendid job which was done during the pre-Christmas period. I can't recall in years when we have had so much adverse weather and it was only through the cooperation and coordination of your people that we were able to overcome the difficulties and perform the best Air Express service possible under those conditions. Please express my gratitude to all for a job well done."



The Boston Public Relations Committee of the Air Transport Association got a tour of Mohawk Airlines when they went to Ithaca, N. Y., for a recent meeting. Showing them through the Mohawk shops here is Howard Ostrom of Mohawk (right) and watching, left to right, are Jack Woods, Pan American; Al Northrup, United; Betsy Evans, Mohawk; Al Farr, Flying Tigers, and Ann Wood, Northeast.

Boston Freight Trebles Since 19

"From lobsters to electronics".

This phrase probably expresses as well as anything the range of the Flying Tiger Line story in New England.

In Boston at growing Logan International Airport, the Flying Tiger Line has played a leading role in the rapidly changing New England industrial picture.

Boston, the historic center of culture, the City of Bunker Hill, is rapidly becoming, among other things, a City of Electronics. Assuming more and more prominence in the Boston area's character is the Massachusetts Institute of Technology, world leader in electronic research and training, which takes its place with Harvard University, Boston College and Boston University as moulders of New England life.

"Electronics Row"

Spurred in large part by M.I.T.'s electronics research leadership, the area has blossomed in the past two decades with new producers of electronic equipment, particularly specialized electronic devices and equipment for aviation. On "Electronics Row," as they call one special area of the City, there are now 30 plants. Several years ago there were none. Electronic devices make up a substantial part of the total inbound-outbound volume of "BOS," FTL Boston station, which in 1956 handled a total of some 5,000,000 pounds of freight.

BOS was seventh in the FTL system in total revenue in 1956 and hits the fourth spot in number of shipments generated.

Now employing C-46's, its westbound flight 561 leaves at 11 o'clock every night except Sunday and stops at Hartford, Detroit, and Milwaukee en route to Minneapolis. It stops westbound and connects at Detroit with flights for Chicago and the West Coast. Its eastbound flight arriving every morning at 6:05 except Sunday, also makes a stop at Cleveland.

48 Pounds of Lobsters

Both Al Farr, District Sales Man-



1. Entrance to the Boston Station at Logan International Airport with, appropriately, plenty of snow and the two men who head up FTL's operation there, Station Manager Charles McCarthy (left) and District Sales Manager Al Farr. Both men have served the station since it first opened in 1949.

ager, and Charley McCarthy, BOS Station Manager, have been fixtures at Boston since the fall of 1949, when FTL began service there shortly after certification by the CAB. Al started at Boston in September, a couple of weeks before October 17th, date of the first out-bound flight, and Charley signed on three weeks later. From Charley you can get a wonderful story about one October flight when the total cargo for the C-47 flight was a 48 pound load of Maine lobsters. He shudders at the memory.

Al can't forget the opening night flight of October 17, 1949 when a local Boston radio station was broadcasting a description of the loading and takeoff. Everything was going fine, according to Al, except that there was no pay load and it seemed a little bit silly to have our cargomen tossing about empty cartons.

Finally, just about half an hour before takeoff and broadcast deadline, what Al describes as "the most beautiful truck I've ever seen," wheeled onto the strip and deposited the first FTL Boston payload, a 3600-pound shipment of automobile trim from the Bailey Company of Amesbury, Massachusetts.

Al, a native of Boston, came to FTL from Northeast Airlines, while Charley McCarthy, a veteran of World War II, interrupted his law studies at Boston College to move with FTL.

Hub City

While Boston is traditionally known as the Hub City, the spokes radiate some distance through New England. As a matter of fact, Al and his sales staff keep generating shipments from all parts of New England with the exception of Connecticut which is served by Bradley Airport in Hartford-Springfield. The Boston operation is marked, not by huge regular shipments, but rather by a steady flow of individual shipments from hundreds of shippers from points in Maine, Rhode Island, Vermont, New Hampshire and Massachusetts.

Al and his sales staff cover New England digging up leads to keep this shipping pump primed. Salesman Leo E. Stevens operates out



2. Al Farr (left) and Joe Stevens form the BOS Sales Staff and here they get ready for a week's work covering the big and heavily-populated New England area—a full-time job in any league.



3. Station Manager McCarthy calls the swing shift together to congratulate them on a record of no station flight delays for a straight two-month period. Left to right are McCarthy, Ray Hinds, Gerald Healy, Agent Dick Cameron, who now has left FTL to start college, Ronald Dupont and Agent Lawrence Berry.

0 with Potential Much Greater



4. Al Farr meets with forwarder representatives to discuss schedule changes. Left to right are Farr, Charles Dacey, president of Air Cargo Transport, Gerald Farrington (rear), manager of Emery Airfreight, Joseph Sears, manager of Wings & Wheels, and David Porcaro, Jr., general manager of Dave's Motor Transport, BOS agent for American Shippers and Western Transportation Co.



5. Getting ready for the early morning inbound flight, Agent Jay Tufts (seated), goes over the freight manifest with (left to right) Cargomen Bill MacPhail and Austin Armstrong.



6. Checking credits for Biller Ronald Dupont (sitting) is Gerald Healy.

of the Providence hub trucking center, covering Fall River, New Bedford, Taunton and the South Shore area of Boston. Farr and Stevens also take on the job of covering the Maine, Vermont, New Hampshire areas from time to time. Some results of this activity show up in the fact that many months will see 1,200 monthly air bills written for the Boston station alone.

Books, Of Course

There is a wide variety in these shipments. Chief among them are finished garments, electrical and electronic equipment, rubber footwear, small automotive accessories, machine parts, aviation parts, and, as you might suspect from Boston, books.

In the first full year of operation

at Boston the station handled approximately 1,500,000 pounds for an approximate total revenue of \$200,000. In 1956 the Boston operation had grown to an annual traffic of 5,000,000 pounds with a total annual revenue of \$625,000, not including air mail and air express.

To demonstrate that Boston is keeping up with the latest moves, in December, 1956, BOS led the system in air express, handling 42,634 pounds.

Working under McCarthy is James Tufts, agent, who handles the mass of orders, shipping bills and other myriad details of the BOS operation. There is a crew of nine cargomen to keep things moving. They are Agent Lawrence Berry and Cargomen Ronald Du-

pont, Gerald Healy, Joseph Corbett, Edward Leishaushas, Gabriel Disario, Raymond Hinds, Austin Armstrong and Bill MacPhail.

No Station Delay

Charley McCarthy is justly proud of his whole crew as he points to the months of October and November, 1956—months of no "station" delay for any reason on scheduled flights out of BOS. Their efforts were supplemented this season with an influx of ground equipment which boosted morals and moved the flights when ground operations was RFD. An electric tug-bar, electric Nelson heater, "hot" alky cart, nose, front and wing covers play a major part each night in the Boston operation from October to March—the snow

and ice season.

FTL maintenance at Boston is performed by Air Mechs Inc., headed by Jim Oliva of Northeast Airlines, with all phases of maintenance covered on a 24 hour basis. Air Mechs also handles FTL international aircraft which frequently land in Boston.

The FTL warehouse, operations and sales offices are housed in what used to be the main temporary passenger terminal built in the late years of World War II. BOS was first housed in the original Pan American Airways hangar which at that time also housed Boston airport customs.

First Woman Air Freight Pilot

Another one of the early memories of Charley McCarthy goes back

to 1949 and 1950 when Diana Bixby, first woman air freight pilot, flew the original run between Newark, Hartford and Boston.

You'll see a steady flow of trucks, coming into BOS including four FTL trucks which cover the Boston-Providence area. These trucks are operated for FTL by Jenkins Simmons Transportation Co., Rockland, Mass. Regular stoppers are Emery, Air Cargo Transport, Raytheon, General Electric, General Motors, Air Express, Ford Motor, Haverhill-Lawrence Transportation Co. Inc., St. Johnsbury Trucking Co., M & E Transportation Co. and Willeys Express. Not too long ago it was next to impossible to get the off-line truckers to pick up or deliver at FTL's Boston airport terminal. At that time these



7. Agent Lawrence Berry checks an aircraft wing tank as Fork Lift Operator Ray Hinds gets ready to move it out to the night departing flight.



8. Offloading the 562 with Austin Armstrong on fork lift and (left to right in plane) Agent Jay Tufts and Bill MacPhail.

truckers in the New England area looked upon air freight as a negligible source of income. Today, however, most of the major truckers make regular runs to the airport to connect with FTL's evening departure. Practically all these shipments, some of which come from points as far removed as Maine and New Hampshire, are delivered to the FTL terminal on the evening of the day on which truck pickups are made.

Hard-Headed Optimist

Al Farr, who refers to himself as a "hard-headed" optimist, can foresee BOS becoming even more important in the system. He cites

the fact that most recent CAA figures show Logan Airport to be seventh in the nation in total air freight-air express shipments.

"While I can see a mess of jobsters in our past I can see a really modern electronic future ahead with Boston becoming the world center for aviation electronics. This area is really adjusting and New England is again taking the lead in some of our major industries," Al says.

According to Al, the growing importance of the Boston Logan airport in frequency of international flights should make Boston a key point for transfer of overseas freight. This growth of Boston's

international air traffic has led one of Boston's custom brokers, C. A. Hartnett Co., to establish offices in the international section of the airport. He is an FTL international agent.

With volume three times that of the first full year of operation, 1950, and with improving service operations, Farr is confident that once direct service to and from the West can be routed into Boston, the traffic that could be generated would far exceed today's volume. "We need larger, faster equipment like the Lockheed Super Constellation to meet the DC-6A competition we are getting from other carriers," he said.

★ ★ ★
Air Express service is the oldest form of air carriage of property. The first service was recorded in 1910 and regularly scheduled service began in 1927. In 1928, the first full year of operation, a total of 17,006 shipments were handled. In 1955, there were 5,200,028 shipments.

★ ★ ★
The American shipper paid more than \$40 million dollars in 1955 to get Air Express service for his products.

★ ★ ★
Nearly 1,300 planes making about 10,000 daily flight departures, now carry Air Express.

TIGER NOTES FROM BOSTON

Al Farr, District Sales Manager, was checked out as an authentic grandpa as of December 21st when his oldest son, Al Jr., age 24, became the father of Kathleen Farr.

Although live animals are nothing new to BOS, the destination of a sleek, one-year old lioness which came to the BOS dock on December 8th created quite a stir among the cargomen. Believe it or not, the 100 pound beast was destined for the Spenard Pet Shop in Alaska. The lioness, an extremely well-behaved television star in the Boston area, was another one of the unusual shipments out of BOS from Bill Chase's Wild Animal Farm at Halifax, Massachusetts. All the night boys remarked on how calm and pretty the animal was. Nobody bothered to ask Bill Chase whether or not the lioness was on Milton.

Leo E. Stevens, 31, is the newest addition to the Boston District Sales Office. Leo came with FTL on December 17, 1956 and is now busy covering Providence, Fall River, and the rest of the South Shore area of Massachusetts. Leo, for ten years Traffic Manager of the Swansea Print Works, Swansea, Massachusetts, is married and the father of four children.

Jets operating at Logan International Airport adjacent to the BOS warehouse cause Station Manager Charlie McCarthy some additional headaches, such as: warehouse doors being blown off hinges in the jet backdraft, and trying to get information over the telephone with a jet warming up outside the window.

Heaviest shipment ever moved into BOS was a 16,000-pound rudder stock for a stalled Coast Guard vessel. Using a power crane, BOS unloaded the huge piece in an hour, winning plaudits from GTO—BUR General Traffic Office.

BOS draws freight from an area as distant as Concord, N. H., 100 miles to the north and eastern Massachusetts, 65 miles to the west.

While Western Electric and General Electric are among the station's two largest shippers, most traffic is smaller volume shipments coming from the thousands of small factories which dot the New England area.



9. FTL trucks lined up for the inbound flight to show the delivery equipment available at BOS for customer service.



10. BOS has been a top station in the development of Air Express traffic and here Driver Connie Haley turns a shipment over to FTL's Austin Armstrong.



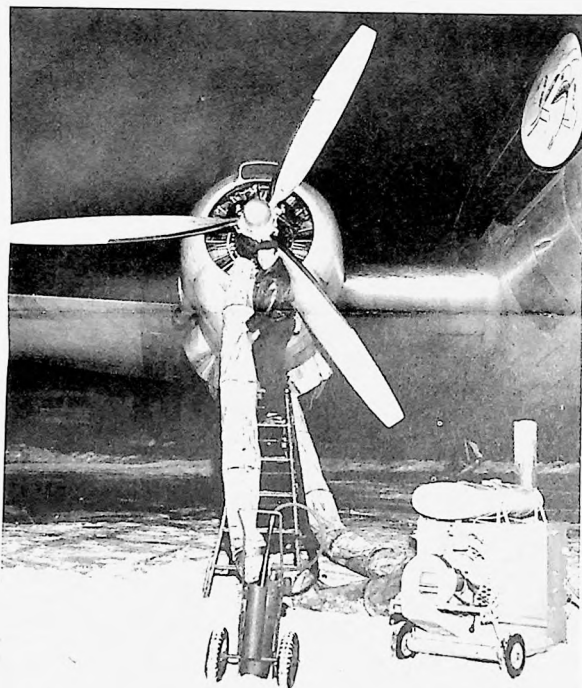
11. Another major air freight shipper is the big Raytheon Corp. Note the full crop of snow.



12. Since the inbound flight hits BOS just in time for fast early morning deliveries, many firms schedule their trucks to meet the 562 flight. Here Charles Dacey (center) and Bill Broshahan (right) of Air Cargo get a hot shipment off Austin Armstrong's fork lift.



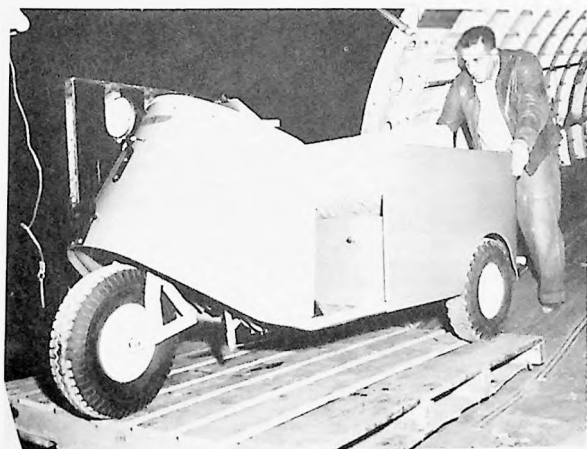
13. A Dave's Motor Transport truck cleans up its load of freight off the inbound 562 flight.



14. Weather can be rough in BOS and these heaters, being set up by Mechanic Vincent Oliva of Air Mechs, are a must.



15. The modern air freighter, such as this Flying Tiger DC-6A, is a big airplane—weighing nearly 55 tons fully loaded—and it will carry a big load as well as a small one. Here is one of the biggest, with a power crane easing a 16,192-pound rudder stock for a stalled ship, out of the door of the airplane at Boston. The airline flew the huge piece of metal overnight from Seattle.



16. A motor scooter for BOS is loaded at San Francisco, which is probably the longest ride this machine will ever take.

PILOTS BECOME DO-IT-YOURSELF ENTHUSIASTS

A little experience is often a very handy thing.

In the case of Capt. Bill Korth and First Officer Bob Zalusky, it brought a Flying Tiger aircraft and crew out of a tight spot. Bob Anis, European regional manager at Frankfurt, Germany, and Leon Johnston, supervisor of maintenance, told it thus in a report to Ed Pinke, director of flight operations:

"It is a great pleasure to write you this letter.

"We would appreciate your office and all concerned be advised of the very fine and excellent work accomplished by Capt. William Korth and First Officer Robert Zalusky whose actions and handling of aircraft 940 while en route from Sing-

apore to London showed the very highest in company interest and co-operation.

"As you know 940 was forced to remain in Karachi, Pakistan with a potential engine change. Though a spare engine belonging to Seaboard and Western Airlines was available, our handling agent (BOAC) was unable for lack of equipment and properly trained personnel to accomplish same.

"Capt. Korth and Mr. Zalusky, who incidentally had previous ANE experience, then undertook to perform all necessary maintenance work themselves which included replacing of two rear push-rods and resetting the valves. It will interest you to know that without proper equipment these men reset the valves so correctly that all maintenance hands in Frankfurt were amazed at the accuracy of the work. Please convey on behalf of all maintenance personnel and all operations personnel at Frankfurt

our heartfelt thanks and deep appreciation for their excellent work and this complete expression of co-operation."

AIC Serves Six FTL Stations

The Flying Tiger Line has become a member of Air Cargo, Inc., through a stock purchase which will permit the airline to use the ground services of the agency at such points as it may select. Air Cargo, Inc., provides ground services at many points for the nation's scheduled airlines, FTL being the 27th airline member to join the group.

Initial ACI pickup and delivery service is being used at Detroit, Philadelphia, Chicago, Binghamton, Minneapolis and Seattle.

Vaughn Names Four to CONOPS Posts

Four appointments to key positions marked a new streamlined organization structure in Contract Operations as announced by George W. Vaughan, manager of contract operations.

Mr. Vaughan said the revisions were made in anticipation of greatly increased volume expected with the addition of Super Constellations to FTL's contract fleet.

Under the new organization three Operations Manager posts and the position of Manager of Passenger Service have been created. The old Division Manager position has been replaced by the newly created Operation Manager position. The operations managers will report directly to the Manager of Contract Operations, Burbank.

F. E. Hembree, former Atlantic Division Manager, will now take over as Caribbean Operation Manager, and will be based at Miami, Fla. This region will include the southern portion of the U. S., Central, and South America. Mr. Hembree was formerly superintendent of air freight stations and later Atlantic Division Manager.

Clarence De Haven has been appointed to the newly created post of Atlantic Operation Manager with offices at New York International Airport. The Atlantic Region will include the Northeastern Atlantic portion of the U. S., Eastern Canada, and Newfoundland. De Haven formerly served as superintendent of maintenance for Seaboard and Western and as chief maintenance inspector for California Eastern.

Oliver A. Ossko will be the European Operations Manager based at Frankfurt, Germany. This region will include all of Europe and the United Kingdom. Ossko has served in Contract Operations for many years abroad as a Conops representative and has probably traveled more during the course of his various assignments than any other FTL employee.

Miss Violet Corrington, former Director of Personnel for California Eastern Airlines, has been appointed Manager of Passenger Services. She will take over administration of stewardesses, who have been transferred to her department from Flight Operations. Miss Corrington previously served as Chief Stewardess and Manager of Passenger Service for Panagra and as Manager of Passenger Service for Trans Ocean Airways. She also held the rank of Captain in the Army Nurse Corps.

These organizational and personnel changes are being made as part of a long range program to effect a more efficient and streamlined operation and to expedite coordina-

tion with Burbank operations.

The announcement of two new station managers was also made by Vaughan. Donald R. Therasse has been appointed manager at Idlewild, New York International Airport, and Max Olford has been appointed manager at Gander, Newfoundland.

Song of a Successful Secretary

I don't have to say that my grandmother died
If I want to turn out for the Giants;
My boss won't grumble, my boss won't chide,
I've got it down to a science!
I don't have to faint, or resort to tears.
Or use any feminine wiles—
They can't fire me—for the past two years
I've been keeping the office files.

Yes, I have a system that's all my own,
And it can't be explained and it can't be shown.
I file by number, I file by letter,
I file by ways that are ten times better,
I file by subject, I file by date,
I file by city, I file by state.
I shun the trite, and I scorn conventions,
My filing system has four dimensions.
I regard "In re" at the top of a letter
As something to make it balance better;

I pay no attention to underlining
And seldom get down to the person signing.
I've got the names of the firm's officials
Neatly arranged by their middle initials;
Customers' letters I've filed instead
By the color and size of their letterhead.

I'm the indispensable employee,
They can't take a step without me;
And it costs them a raise and half-day free
Every time they attempt to flout me.
So they can't fire me, no matter how cross,
No matter how mean and riling!
I'm Garbo herself—I'm the boss's boss,
For I take care of the filing.

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Flying Tiger lost one of its best known stewardesses recently when glamorous Fran Drew, who ranked third on the airline's seniority list, disappeared over a week-end and returned from Las Vegas to her San Fernando Valley home with a husband. And whom did she marry? Why, a pilot, of course—another Flying Tiger airman—Co-Pilot Wayne White-side. An FTL stewardess for six years with service all over the world, Fran will live with Wayne in Burbank. They spent a honeymoon in Utah. Here they are after the wedding.

Six Months Report Shows Loss

Operating revenues of \$10,346,610 and a net loss of \$273,791 after special items, equal to 32 cents a share, were reported by the Flying Tiger line for the first six months of the fiscal year ending June 30, 1957.

In the same period of the previous year, the airline reported gross revenues of \$10,886,299 and net income and special items of \$660,773, equal to 84 cents a share. Special items included gains on the sale of equipment and totaled \$110,130 after applicable taxes in the current period, compared to \$308,237 in the previous six months.

Robert W. Prescott, president, commenting on the 1956 results, said "as we have pointed out in several prior reports, we have maintained our high volume of business but much of this business has been flown in equipment such as DC-4's, and C-46's—which is relatively expensive to operate. It has been necessary to try to hold this volume regardless of the cost in order to meet the capacity of our new Super Constellation fleet.

"By June 1, 1957, we will have accepted delivery on all of the 10 Constellations on order and we plan to have completed disposal of most of our DC-4 equipment and all but 10 of our C-46's, which will be used as a feeder system to our Constellation routes."

He said gross revenues have shown no increase because "we have been operating our fleet at capacity and without additional equipment there can be no increase in business done. Our new Constellation fleet will have the capacity to accomplish a considerable increase in gross annual business."

"We asked them to do it"

Herb Bornemann, district sales manager at Buffalo, recorded a new high in airline-trucker cooperation when the Endres Delivery Co. made The Flying Tiger Line the feature of their 1957 calendar.

The calendar carries as its principal scene a picture of an Endres truck delivering freight to a Flying Tiger aircraft.

In a report to Vice-President George T. Cussen, who asked Bornemann how the promotion was accomplished, he said:

"How it came about can be best answered by saying 'we asked them to do it.'"

"Endres as a trucking company has as much confidence and zeal for the future of the airfreight industry as we have. They have worked with us over the past few years and it certainly is gratifying to see today a few thousand pounds each night coming in on their trucks. When we started we were happy to generate one hundred pounds per night. Yet on those one hundred pound nights they still gave us the good service they are giving us today.

"Possibly we can measure just how good a setup we have, Endres and The Flying Tigers, by the fact that in the past two months no less than two competing truck lines have come to us and asked us if they could handle our business from the Rochester, Syracuse, Utica areas. Another airline also has asked Endres to handle their business from the Syracuse area."

Air Express, carried by 30 scheduled airlines, has an over-all route system of 143,000 miles in the United States and links some 1,800 airport cities.

Tourist Season Looms Large for FTL

A new concept in international air travel, the low-cost group charter plan pioneered more than five years ago by The Flying Tiger Line, will reach a new peak in development this year with thousands of average Americans flying to Europe for the first time at a cost not much above what they spend on a vacation at home.

The season for this traffic is just getting underway and Flying Tiger, which originated the program in 1950 while seeking use for idle aircraft, expects to fly more than 150 groups to Europe this summer. The airline will carry some 16,000 travelers on this operation, alone, involving revenues of about \$4,500,000.

The traffic is in addition to the heavy overseas flights being conducted by the airline for refugee organizations, the military and various governments.

Six Countries in 12 Days

Breaking sharply away from the traditional concept of European travel, which paired high cost and months of leisure time, many of these tours enable the group traveler to visit six European countries in a period of 12 days at an inclusive cost of \$450.

Brian Hayhoe, sales manager of the Flying Tiger Line's International Charter Division, estimates that total traffic in this field will amount to about \$10 million dollars this year, with Flying Tigers handling almost half of it.

"This relatively untapped market has its highest potential in the carriage of industrial employee, fraternal, civic, religious and other private groups, on carefully planned economical flights and tours," Hayhoe said.

One of the \$450 all expense tour flights cited by Hayhoe would include round trip by Super Constellation to Europe with trips to France, England, Germany, Holland, Belgium, and Luxembourg, with a total of 12 days spent in these countries. This budget tour would include hot meals aloft and all other European meal, lodging and transportation costs. He added that in practically all cases lodgings and other accommodations would be better than the average utilized by European tourists.

Any bona fide industrial, religious, civic, fraternal or similar type groups are eligible for these low cost group charter rates.

50,000 Tourists Last Year

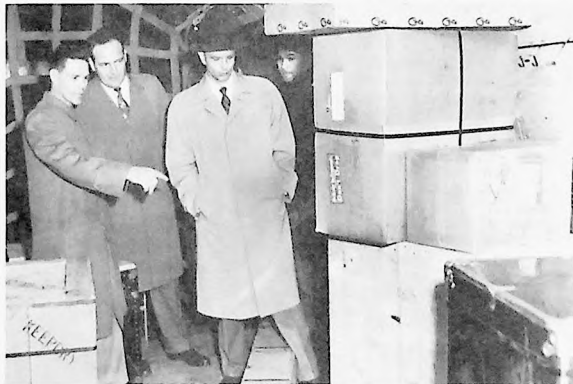
Flying Tiger, the world's largest contract and freight airline, last year alone flew 50,000 passengers in its worldwide operations.

During the coming year the line will employ specially designed Lockheed Super Constellations and DC-6's on its passenger contract flights, in addition to the aircraft operated on its coast to coast air freight services.

Some of the group charter flights booked by Flying Tigers this season are Canadian Boys Scouts, the General Electric Travel Club, the Los Angeles Rotary Club, a group of RCA distributors, employee groups from Republic Aviation, Internal Revenue Department employee group, and an employee group from Gimbal Brothers.

There are eight flights of Canadian Boy Scouts, alone, involving nearly 1,000 young men bound for the International Scout Jamboree in London.

Railway Express, which performs the ground service for Air Express, has co-ordinated facilities of nearly 500 rail, motor truck and water carriers—a network of 260,000 miles of surface routes, and services some 23,000 communities in the United States.



Cargo handling and loading methods of The Flying Tiger Line were studied recently by engineers of the Glenn Martin Co., Baltimore aircraft manufacturer, to get data for design information. Here, Agent Larry Rentkiewicz (left) shows Edward Priestas (center) and George N. Wendt of Glenn Martin's production design department some loading procedures within an FTL freighter at the Newark terminal.

Another "Unusual" Shipment Goes by Air

The flexibility of air freight and its growing usefulness to industry was pointed up dramatically in a shipment a few weeks ago that had even veteran Flying Tiger cargo handlers taking a second look.

Involved was the movement of a "wire stringer" from San Francisco to Philadelphia. For the uninformed, which probably takes in most of us, a wire stringer is a machine which does a most efficient job of stringing high tension cables.

It is also quite a piece of air freight. This one weighed 8,738 pounds. A Flying Tiger air freighter carried it in a single move overnight, coast-to-coast.

Manufactured by the Peterson Engineering Co., Santa Clara, Calif., it was consigned to the Philadelphia firm of Day & Zimmerman, Inc., which has a contract to string 1,300,000 feet of 1/4-inch aluminum wire cable for the Consolidated Edison Co., of New York. The machine not only strings the cable from tower to tower but does so without letting it

touch the ground, thus preventing costly insulation breaks, to say nothing of resulting interference with telephones, radios and TV for miles around.

Normally, said Cliff Harman, field superintendent of Day & Zimmerman, such a shipment would be made by railroad flat car but in this case the contractor was faced with a time deadline. When he investigated air freight, he found he could move the entire shipment for only \$200 more than by rail and could get it overnight compared to two and one-half weeks by surface. In addition, the stringer, which was disassembled into five pieces for air movement, was reassembled in three hours and ready to move into the field. The contractor estimated he saved thousands of dollars in time costs, alone, and commented:

"I wish to thank you and your firm for the prompt delivery and the fine cooperation extended to us during the assembling of the machine."

The pictures tell a graphic story of the machine and how it is used.

Air Freighters Spurn Glamour for Realism

The growth of air freight since the glamour days of the 1940's and the march of the industry into the realm of substantial business was heralded recently in the New York World Telegram by one of its leading financial writers—Alfred Russell.

In an article which highlighted the operations of The Flying Tiger Line, Russell wrote:

When you seek growth industries, think not only of the airlines but also of the air freighters that carry cargo ranging from race horses to sewing machines and from lobsters to television sets. Consider, too, that this industry got much of its impetus after the war, when many service flyers shed their uniforms for planes they acquired on GI loans; then note that total volume has risen about six times from the 40 million ton-miles recorded in 1946.

It's now expected that volume will reach 600 million ton-miles by 1960 and most of the independent carriers—such as Flying Tiger and Seaboard & Western—now are convinced that they can count on a reasonably secure future even though they must compete for busi-

ness with the large, scheduled airline.

Background:

Pan American has an Olympian status here. Its volume, nevertheless, is a small part of its whole business. And so it's the independents who provide the best instruments for measuring the industry's advances.

At Flying Tiger, for example, you can sense the confidence that comes from knowing that 10 Lockheed Constellations will arrive in the first half of 1957 and that capacity then will rise to 17 million tons a month.

Sales officials sketch the company's likely future when they disclose that the traffic goal then will be double present capacity. That kind of gain actually was made last year, aided by a first-half revenue lift of almost 120 percent.

On Realistic Basis:

The industry is operating these days in a realistic way. The underbrush of marginal operators has been pretty much cleared away and now you find less emphasis on the glamorous phases of the industry—such as the toting of pets and fresh orchids—and more on cost studies so precise as to delight the heart of any corporate treasurer.

Prospective shippers now are told about the "advantages inherent" in

pared insurance rates, new packing techniques, streamlined handling and the general possibilities for cutting inventories.

The Lineup:

Flying Tiger is the largest transcontinental operator; ton miles rose 63 percent last year over 1954 and new planes should prod earnings again. Emery Air Freight operates no planes but is a leader of the 35 qualified air freight forwarders.

Seaboard & Western has been in the field a good decade now. Riddle, meantime, has aroused interest partly because it's been spreading out and partly because it's understood that Alcoa's chairman, A. V. Davis, owns more than 35 percent of the stock.

RAMSDEN ELECTED CLUB TREASURER

Hal Ramsden, who has been in charge of Flying Tiger's San Diego station since its inception back in 1948, was paid an unusual tribute when he was elected treasurer of the Transportation Club of San Diego. It marked the first time since formation of the club in 1920 that an airline representative had been given a club office.



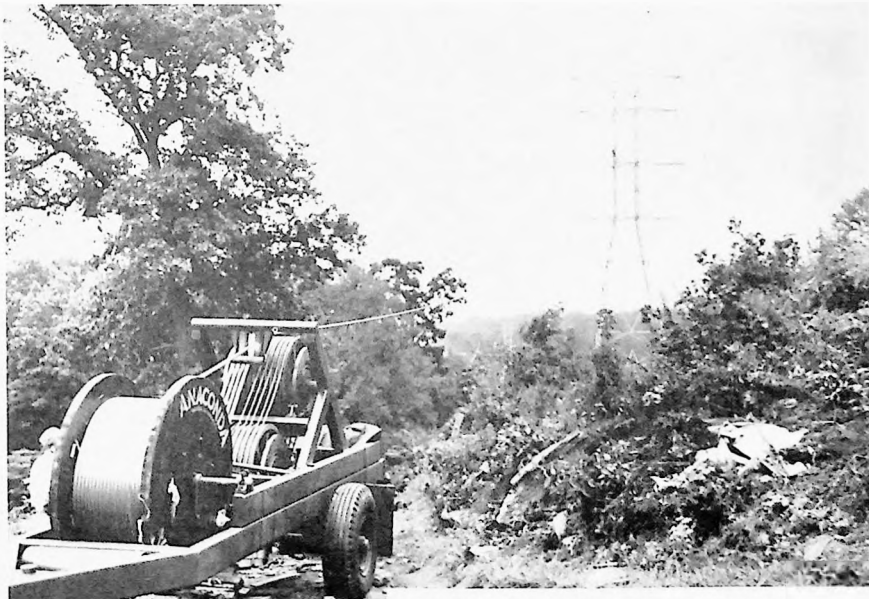
One of the main stringer units moving planeside at San Francisco. In the background, part of the chassis.



Forklifting part of the stringer machinery from the DC-6A after arrival at Newark.

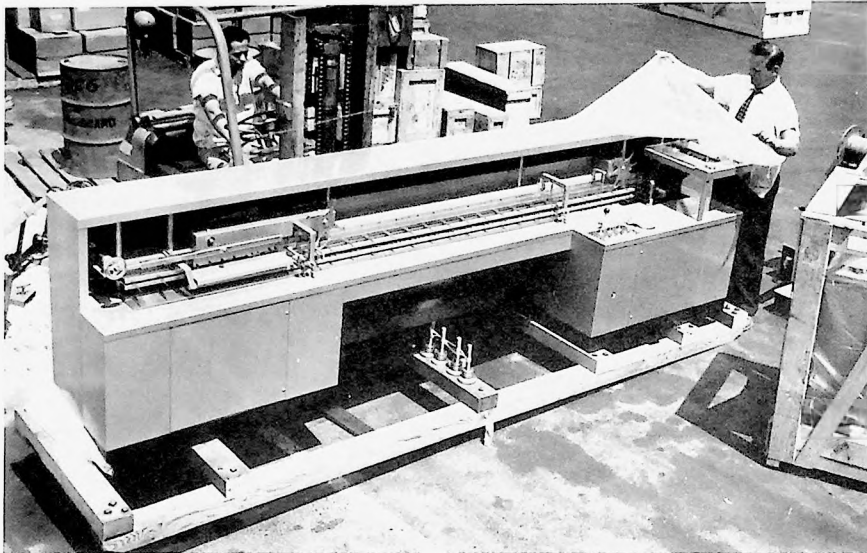


The stringer assembled and ready for action in the field.



Actual stringing of high tension cable from tower to tower.

A QUICK TOUR AROUND ROUTE 100



Air freight comes in all shapes and sizes and this one plainly illustrates why an increasingly large number of makers of precision equipment are using it. This 1800-pound lathe, with tolerances in the thousandths of an inch, is awaiting movement on a Flying Tiger air freighter from Burbank, Calif., to Boston. The only crating requirement is the skidding. A cellophane envelope is the only covering, which Station Manager Jim Giffen (right) has partially removed to illustrate how air freight is reducing crating and packaging costs.



While the automakers, the business machine manufacturers and the electronic wizards make air freight a hard-hitting business, there is always time for the "unusual" and here we have it as Jimmy Dodd, TV's famous master of the Mousketeers, hit children's show, warms up some of his cohorts on the "Mousgetar." For a backdrop, there is a Flying Tiger DC-6A air freighter, which flew special loads of the new children's musical instrument, and for audience, we have Bernie Tenney (right), district sales manager for FTL at Los Angeles and Bill Clark (right), district sales manager for Mattel Toy Company of Los Angeles, makers of the Mousgetar. Jimmy's assistant musicians are Robin Hillman (left) and Bobby Siegel (center).



High value shipments are not unusual in air freight but District Sales Manager George Zettler of San Francisco (left), had never seen one just like this—a horseshoe type console organ similar to the old-fashioned theater organs. Put on a skid and covered with a furniture pad, it moved safely from Seattle to San Francisco on an FTL air freighter for George Goodwin, of the Allan-Smith Company of Palo Alto, Calif., shown with Zettler. Goodwin valued the instrument at \$5,000. It was custom-built by Wurlitzer.



Using air freight to promote a new line of furniture, the big Polk Bros. store of Chicago chartered Flying Tiger ships to bring the first planeload into the Chicago market from New York. Here, store officials unload a chair with Miss Flying Tiger aboard. The company used a film of the shipment plus an airplane model continuously in television advertising for more than three weeks to sell the merchandise to Chicago buyers.



Another version of the air freight story—turkey eggs, now moving to markets all over the world from the great hatching areas of the West—California and Oregon. Last year, Flying Tiger moved some 400,000 pounds of these eggs to markets ranging from Minnesota, Illinois and Pennsylvania to Europe. Here a shipment moves aboard ship by smooth conveyor belt. Air freight performs a four-fold job for the shipper. It protects fertility by sharply cutting in-transit time, thus increasing the number of good eggs. Because the ride is smooth, it reduces damage, thus cutting the shipper's losses of rejected eggs. Because the ride is fast, it reduces the danger of temperature changes, which can "kill" eggs and, lastly, it improves customer relationship. Proof of the usefulness lies in the fact that a few years ago, hardly a thousand pounds of eggs were air freighted annually.



What is believed to be the first shipment of zoo animals to Russia from the Western World in many years was flown on a Flying Tiger air freighter from the famed Balboa Park Zoo of San Diego. The shipment consisted of two cougars and eight snakes, destined for Moscow. The arrangements required more than a year of correspondence. American zoo officials said they were hopeful the exchange would lead to the sending from Russia of animals rarely seen in the United States, such as snow leopards and Siberian tigers. Shown examining the shipment before it left San Diego are Station Manager Hal Ramsden and his daughter, Shirley.