

Tigerreview

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New Equipment, Flights Set for October

FTL Will Add 2 Super H Connies; To Fly 6 Daily Trans-U.S. Schedules

The Flying Tiger Line will add two more Lockheed Super H Constellations to its domestic air freight fleet this fall and will convert all schedules into transcontinental operations to meet shippers' demands for increased service, Robert W. Prescott, president, announced.

Starting about October 1, the airline will fly six daily transcontinental schedules, using only Super H equipment and providing next-day delivery of freight from coast to coast for every Flying Tiger terminal, Prescott said.

Included in the new schedules now being drawn up will be a non-stop flight from Los Angeles to New York, providing the only overnight all-freight air service between these two major terminals.

Six Constellations will be put into the revamped operation, with a daily air freight lift of 260,000 pounds, the largest of any all-cargo service. The carrier will offer a daily air lift capacity of more than 80,000 pounds out of each of the following terminals:

Los Angeles, New York, San Francisco and Chicago.

Other Cities

An additional daily airlift in excess of 40,000 pounds will be offered for such points as Seattle, Portland, Ore., Detroit, Cleveland, Binghamton, N.Y., Hartford and Boston.

"Since introduction of our Constellation fleet last May, we have experienced a substantial growth of traffic," Prescott said. "Discussions with shippers about fall business have convinced us that a further expansion of service will be needed to handle traffic in prospect."
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Industry, Military See Boeing Shipping Buck

The new Boeing-Flying Tiger Line shipping buck program announced in the July issue of the Tigerreview is getting widespread industry and military attention.

Assistant Vice-President John Higgins has made 36 presentations of the program to various shippers and military officials. In addition, a formal presentation has been made to the Air Transport Association, which has expressed interest in presenting the program on an industry-wide basis.

The buck, developed by Boeing to ship jet engines, cuts more than 3,000 pounds off the shipping weight of an engine and makes air transportation of the shipment cheaper than railroad carlot charges.

Rate Boost Due

A proposal for a 10 per cent increase in air freight rates, proposed by United Air Lines, has been met by all major carriers, including The Flying Tiger Line, and is scheduled to become effective September 18 unless the Civil Aeronautics Board intervenes, Bob Brunner, manager of rates and tariff for FTL, announced.



Indianapolis has its 500-mile Memorial Day race but the big racing event of summer for teen-agers is just coming up — the famous Akron Soap Box Derby — and once again regional winners' cars are flying Akronward on Flying Tiger freighters. For the second straight year, FTL is carrying the Long Beach, Calif., entry. Last year, the Long Beach Press Telegram and Independent, the hometown sponsor, the Long Beach Press Telegram and Independent, is looking for a winner with 14-year-old Jim Dryor, of Bellflower. Here FTL's Long Beach sales representative, Bob McKean gives Jim a goodluck handshake just before take-off for Akron from FTL's Burbank base.

Tiger Setting U.S.-To-Japan Freight-Load Records for MATS

Flying Tiger's new Lockheed Super H Constellations have been setting passenger-load and air-freight-lift records since their introduction on the airline's domestic and overseas routes last May, but one mark which has set an entirely new concept of over-ocean air lift possibilities is the freight load on the U.S.-Japan route.

In the face of predictions that "it can't be done," Flying Tiger

Constellation freighters have been carrying loads in excess of 40,000 pounds on the freight run for MATS from Travis Air Force Base, near San Francisco, to Tokyo.

When the first ship took off from Travis with such a load, virtually the whole base turned out to see how it was done. Never before had an air carrier, either

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Northwest-New England Service By Through Plane Another FTL 'First'

The first through-plane all-cargo service between the Pacific Northwest and New England will be inaugurated by The Flying Tiger Line about October 1.

The carrier, which has been using twin-engine C-46 shuttle equipment between Seattle, Portland and San Francisco in the west, and Boston, Hartford and Detroit in the east, will replace this service with four-engine Lockheed Super H Constellation aircraft on through schedules linking these cities with Chicago, New York, San Francisco and Los Angeles.

President Bob Prescott said the decision to expand the Northwest and New England service resulted from traffic growth and the demands of shippers for increased airlift.

"The Super H Constellation will carry three times as much freight as the C-46 — 43,000 pounds vs. 13,000—at speeds more than 100 miles an hour faster," he said.

"It will provide shippers with next-day service to our major west coast, midwestern and eastern terminals. Another important advantage will be the elimination of the freight interchange at San Francisco and Detroit. The Northwest and New England shipper will now have single-plane service through to the east and west coasts."

Volume Higher

Prescott said Flying Tiger's Northwest traffic was 35 per cent ahead of the volume recorded a year ago and three times as much as it was in 1952, the first year of the airline's operation in the Northwest, where the airline ren-

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May-June Profit

The Flying Tiger Line reported today that a new fleet of 12 Lockheed Super H Constellation aircraft put into service in May has enabled the carrier to show its first monthly operating profit since September, 1956.

Robert W. Prescott, president, said an operating profit of \$300,000 was shown for May and June, 1957, the first two months of Super Constellation service.

Gross revenues for the two months were slightly above \$6,000,000, or approximately \$2,000,000 ahead of what the carrier averaged in the preceding year.

Service To Florida Begun By FTL-Riddle

An extension of deferred air freight service to cover points between the west coast and the southeastern areas of the United States has been arranged by The Flying Tiger Line and Riddle Airlines, George T. Cussen, vice-president of FTL, announced.

The two carriers have completed a deferred-rate tariff establishing joint rates between the west coast terminals of Flying Tiger and the Florida terminals of Riddle.

In addition to permitting shippers in either area to move their goods on a single airbill, the joint tariff also eliminates the necessity for either FTL or Riddle to hold shipments at the principal point of interchange of the two carriers, Chicago, until the minimum release period has passed.

The joint tariff allows the destination airline to accept a deferred rate shipment and move it to the destination terminal point, where it may be held until the minimum release period has passed. This step assures the consignee that he can get his freight immediately on expiration of the release period instead of being compelled to wait until the originating carrier has completed the minimum holding period before turning the shipment over to the connecting carrier.

CAB Approves Agents

An extension of Flying Tiger traffic-generating agreements by which a group of 12 line-haul motor carriers will act as agents in the development of freight has been approved by the Civil Aeronautics Board.

The truckers will receive five per cent commission on the air haul of all freight which they obtain for shipment over the airlines' routes.

TURKEY GROWERS LEARN OF TIGER'S EGGS-BY-AIR RECORDS

(Editor's Note: The shipment of turkey eggs by air freight is a story in which The Flying Tiger Line can take particular pride, especially our San Francisco office. George Zettler and his sales crew literally built today's turkey egg traffic, which last season exceeded 700,000 pounds of freight. The turkey egg story is one of the best examples of "Why Air Freight?" and, as a result, trade publications are now preparing special stories for their readers about this unusual traffic development. The following is a story prepared for Turkey World, one of the leading publications, by the FTL Public Relations Department.)

Back in the first days of air freight—1945—someone depicted the gentleness of the air freight ride as that akin to walking on eggs.

Today, the egg producers—specifically, turkey eggs—are proving it.

Air freight long has been recognized as the safest way to ship as well as the fastest. Proof of it lies in the fact that so many manufacturers of delicate, costly mechanical equipment—such as \$100,000 business machines, electronic tubes and precision lathes—are among the most important sources of air freight.

Thus, it was only logical a few years ago that The Flying Tiger Line began approaching western turkey hatcheries on the possibility of their use of air freight to ship their eggs to eastern growers. At first the traffic was only a trickle. Flying Tiger had to learn how to handle the shipments, including proper temperature control of airplane cargo cabins.

Shipments Grew

Then, as both carrier and shipper learned how to apply air freight to eggs, the traffic grew until, today, it is one of the major sources of air freight in the west. Last year, more than 700,000 pounds of turkey eggs moved east on The Flying Tiger Line—to markets in the midwest, the eastern seaboard and even across the Atlantic to Europe.

There is a sound basis for this growing use of the newest of transportation methods to move property. Air freight does four things for the turkey egg shipper:

1. It gets the eggs to customers much faster—overnight to the midwest—instead of three and four days by surface. This means that the fertility factor is extended.
2. The smooth ride of air freight reduces losses from damaged eggs.
3. Proper temperature control reduces fertility losses.
4. Fast service provides more customer satisfaction and greater returns to the shipper.

To ship by air, it is necessary only to contact the airline and advise the agent of the number of cases and destination. While all airlines carry freight, passenger ships are greatly restricted both as to the size of shipment and the weight and only the air freight airplane can handle shipments adequately.

Since nearly all turkey egg shippers are located away from metropolitan airports, special trucking

arrangements are made in order to get the eggs to the airport in time to meet the cargo flights, which depart every night of the week. The Flying Tiger Line has been instrumental in setting up such trucking arrangements for shippers. Producers as far away as Visalia and Hanford can have their eggs picked up in the afternoon in time for the nightly departures of Flying Tiger airfreighters out of San Francisco.

No special container is required. The same cardboard shipping case used for express shipments has proved satisfactory for air freight.

Temperature Controlled

Temperatures within the airfreighter cabins can be controlled by the flight crew. When turkey eggs are aboard, a notation is made on the pilot's flight manifest and the cabin temperature is maintained at 60 degrees.

Shipments to the midwest are normally enroute a maximum of 48 hours, depending on the location of the consignee. This includes the elapsed time from pickup to delivery. The most distant points in the nation are reached in three days' time.

If the consignee is located within 50 miles of the destination airport, he normally picks up his own shipments. Each consignee usually knows which flight his eggs will be on but if flights are delayed for mechanical or weather reasons, advance notification is given the consignee by the airline. Flying Tiger does have consignees whom it calls on all shipments but in most instances they are located 100 miles from the airport. Trucking connections at the destination airport insure prompt delivery service to outlying areas at reasonable rates.

The first freight The Flying Tiger Line flew when it began service in 1945 as the nation's first all-freight airline was a plane-load of perishables—grapes. It took 24 hours to get across the country. Today, Flying Tiger's huge Lockheed Super Constellations, hauling four times as much freight, 42,500 pounds—or 21 tons—do it in nine and one-half hours.

One additional fact is of unusual interest. Before air freight, turkey egg producers were limited in the markets they could reach because of the perishability of the egg. Airfreight has enabled them to reach out for markets as far away as Europe. In fact, one producer recently said, in all seriousness:

"The goose has long been the holiday bird for Europe. We think we can sell them on the turkey and from the interest we are getting, don't think that might not happen!"

Talley Regional Chief

E. A. Pinke, director of flight operations, announced the appointment of Captain G. K. Talley, veteran Flying Tiger pilot, as regional chief pilot at Idlewild, New York.

Capt. Talley will supervise all flight operation personnel assigned to the IDL operation and all flight operations out of that base.

FTL Salutes Air Force 50th Anniversary

A Flying Tiger salute to the United States Air Force on its golden anniversary became the feature portion of a program presented recently by the Traffic Club of North Jersey, one of the largest shipping groups in the New York area.

Highlight of the program was the presentation of a trophy commemorating the Air Force's 50th anniversary. Eddie Holohan, FTL's Washington military representative, General Sales Manager Pete Albert and Regional Sales Manager Frank Clain of Newark were instrumental in arranging the gift, which was presented to Brig. Gen. Raymond L. Winn, director of transportation for the Air Force.

The award was made coincident with Gen. Winn's new assignment as chief transportation officer.

At the suggestion of the Flying Tiger group, the Traffic Club arranged for an "Aviation Night" to salute the Air Force anniversary and present the trophy.

THE OLD BLACK HEN

George Zettler, district sales manager at San Francisco, keeps a bit of doggerel in his desk which he reads from time to time, himself, and every once in awhile he passes it along to a discouraged salesman, especially on those days when the revenue reports read like a storm warning. It goes like this:

Said the Little Red Rooster, "Gosh all hemlock: things are tough. Seems that worms are getting scarcer, and I cannot find enough, 'What's become of all those fat ones is a mystery to me;

"There were thousands through that rainy spell but now where can they be?"

The Old Black Hen who heard him, didn't grumble or complain. She had gone through lots of dry spells, she had lived through floods of rain;

So she flew up on the grindstone, and she gave her claws a whet, As she said, "I've never seen the time when there were no worms to get."

She picked a new and undug spot; the earth was hard and firm,

The Little Rooster jeered, "New ground? That's no place for a worm."

The Old Black Hen just spread her feet, she dug both fast and free.

"I must go to the worms," she said, "the worms won't come to me."

The Rooster vainly spent his day, through habit, by the ways

Where fat worms had passed in squads, back in the rainy days.

When nightfall found him supperless, he growled in accents rough

"I'm hungry as a fowl can be. Conditions sure are tough."

He turned then to the Old Black Hen and said "It's worse with you,

"For you're not only hungry but you must be tired too,

"I rested while I watched for worms, so I feel fairly perk,

"But how are you? Without worms too? And after all that work?"

The Old Black Hen dropped to her perch and dropped her eyes to sleep,

And murmured, in a drowsy tone, "Young man, hear this and weep.

"I'm full of worms, and happy, for I've dined both long and well,

"The worms are there, as always—but I had to dig like hell."

Oh, here and there Red Roosters still are holding sales positions.

They cannot do much business now, because of poor conditions,

But soon as things get right again, they'll sell a hundred firms—

Meanwhile the Old Black Hens are out, and gobbling up the worms.



Jubilant tourists are nothing new to Flying Tiger Line's group travel experts who have seen thousands gather at an airport to give the travelers a send-off but this group gave the Europe-vacation theme a new twist by showing up at Idlewild with their own salute—a 30-foot banner made especially for the occasion. The group was the United Pfaelzer Social Club members of Greater New York, enroute to Frankfurt. Note the "Mit Flying Tiger Line, Inc." and done in company script, too!

'King' Honored

A single passenger on a Flying Tiger line flight recently received nearly a solid page of news coverage in the Ridgewood, N. J., Herald-News.

The traveler was of royal blood and received a welcome befitting a king—for a king he was—Reginald, a double champion Silver Persian cat, purchased by Mr. and Mrs. William A. Bellham of Ridgewood from Mrs. Helen Amos, of Lakeside, Calif.

Heralded as the only Silver Persian ever to go "All-American Cat" for six consecutive years, Reginald got seven pictures in the Herald-News plus a column story.

Super Connies Added

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pect for the last quarter of 1957."

In June, the carrier received final delivery of a \$28,000,000 12-plane Constellation fleet. Under the program announced today, six of the aircraft, which represent the largest, fastest commercial air freighters flying, will be used in domestic service and six in the carrier's overseas contract operation.

The new schedules will represent the first time that an air carrier has linked every point of direct service to a transcontinental operation.

C-46's Retired

To accomplish this step, Flying Tiger will discontinue all feeder service now operated with C-46 equipment, and this aircraft will be retired from the airline's freight fleet. By contrast, the Super H

which will replace the C-46 at all Tiger terminals carries 43,000 pounds of freight against 13,000 for the C-46 and flies more than 100 miles an hour faster.

"Studies we have made of the aircraft since putting it into fleet service last May convince us that we can convert our entire domestic freight operation into transcontinental schedules, which will give the shipper far better service, including the elimination of much trans-loading. For example, we will now be able to provide one-plane through service from Seattle to New York instead of a shuttle flight which formerly brought freight down from Seattle to San Francisco for transfer there to a transcontinental freighter.

"We believe that with this type of operation, we can look forward to a profitable operation with our air freight aircraft."

FTL Setting New U.S.-Japan Records

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commercial or military, transported a load of this size across the Pacific.

Thus to its list of performance records—114 passengers across the North Atlantic, largest commercial load of passengers ever flown on this route; 43,000 pounds of freight across the United States, largest air freight load ever flown commercially — the Tigers have added another on the freight load to Japan.

Biggest load

The biggest load thus far carried on the Pacific run is 41,997 pounds. Tiger freighters are regularly carrying in excess of 40,000 pounds and the job being done by the airline's flight crews and ground operations personnel has been the principal factor in getting the big MATS contract operation off to an impressive start.

"Our flight and ground personnel are doing an outstanding job," said Vice-President Frank Lynott, "and their performance is going to go a long way toward making this contract the biggest thing to come along in our over-all operations in many a month."

As previously announced, the MATS contract is the single largest award given to a commercial carrier since the Korean War and holds a revenue potential which may run as high as \$18 million dollars annually.

The airline is averaging slightly more than a flight a day to Tokyo, with alternate destinations of Guam, Manila and Okinawa. The

trans-Pacific operation involves better than a million and a quarter miles of flying each month.

Some 25 crews are assigned to the MATS lift, with ground personnel stationed at San Francisco, Travis, Honolulu and Tokyo.

30 Hours to Tokyo

The Tokyo run is made in an elapsed time of about 30 hours and the turn-around at Tokyo usually averages about eight and one-half hours, although freighters have been turned around in four hours.

The airline presently has four Constellations on this route and one DC-6A but in September, a fleet of six Constellations will be flying the Pacific, the largest airlift ever provided across this ocean by a single carrier.

In addition to freight, the airline is also flying passengers on many flights. The passenger ships carry 99, which is another commercial record for passenger airlift on the Pacific.

George Vaughan, contract operations manager, said that Flying Tiger is well ahead of the minimum on-time schedule requirements of the contract and the only delays experienced have been mechanical.

"The co-ordination between our flight crews and ground personnel has been exceptional," he said. "A number of captains have made very valuable suggestions for improvement of the operation and we would like to have as much of this as possible. Every suggestion will receive prompt attention."

Irish Laud Tiger

Flying Tiger's first record-breaking trans-Atlantic flight in which the airline flew 114 passengers from New York to Ireland received widespread press attention in Ireland.

Dispatcher Frank Matthews forwarded to the Tigereview a page from the Irish Independent of Dublin in which the newspaper ran a three-column picture and

top headline story on the flight, showing the passengers leaving the Flying Tiger Super H Constellation at Shannon Airport.

Telling of the welcome hundreds of relatives gave the tourists on their arrival, the Independent commented:

"This was the greatest number of people ever to cross the Atlantic on one aircraft."

Student Writes

One of the most interesting letters to come out of the Flying Tiger mail pouch in many a day arrived the other day from far-off Germany.

Written by Volker Kuhn, a high school student of Moers, it began: "The Flying Tiger Line. I am a pupil of a high school in the town of Moers, Germany. In my English exercise book stands a story about your air line. On account of simplicity, I tell you the story in a short way."

He then goes on to recount how President Bob Prescott flew in the war in China and came home to find an airline — "kind of a tramp steamer line."

Continued Volker: "First he had nothing to do. But after some days, he got the first order. He had to fly two plane-loads of fresh grapes to Atlanta. A paetic grocer who also got the grapes advertised:

"By special plane they come to you, still fresh with California dew."

He told of other shipments which followed and then concluded that today, "The Flying Tiger Line is a grand success."

"That is the story," Volker wrote. "Is it all right? I still have a wish. Would you send me please some prospectus of your air line? I would be very glad."

Needless to say, Volker will get his wish, and we will return his P.S., which read:

"Many regards also from my class."



Gen. Winn receives Air Force 50th Anniversary trophy from FTL's Washington military representative, Eddie Holohan. See Story on Page 2.

Give to Blood Bank

You can't tell when you, your family or co-worker at Flying Tiger may suddenly need emergency transfusions.

By giving regular to the FTL Blood Bank you help insure ample quantities to save a life when nothing but blood will do. In the Red Cross phrase of awhile ago — "The life you save may be your own!"

Tipsters Win \$\$

If you are looking for a way to pick up a few extra dollars, the chance is right within your own Company through commissions which will be paid for tips leading to successful low-cost group travel charters.

Most recent tipster to get a check is Dave Laebe of RML, who wrote Vice-President George Cussen:

"This is to acknowledge receipt of the check you sent as a bonus for the international charter. I certainly want to thank you very much and the money will come in very handy for the new addition to the family expected the end of this month."

(P. S. — A successful tip is worth \$50, but if you obtain the completed contract on your own, you'll get one per cent of the charter price.)

Northwest-New England Through Service

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ders the only all-cargo service. New England traffic is up about 30 per cent.

"With the extension of Constellation service to the Northwest and New England, shippers there will have a real chance to make the same kind of use of air freight that shippers in other major markets of the country are making with our Constellation equip-

ment," he pointed out.

Flying Tiger, which received delivery of a 12-plane \$28,000,000 Constellation fleet in June, is the only domestic carrier using the Super H. It is the largest and latest air freighter in commercial operation.

Prescott said a definite starting date for the new service and time schedules will be announced within a few weeks.

KNOW YOUR FLYING TIGERS

First in a Series of Company Officials and Department Heads



Samuel B. Mosher

Chairman of the Board of Directors and co-founder of The Flying Tiger Line. Widely interested in oil, aviation, steamships and agriculture, he is president and general manager of the Signal Oil & Gas Co., one of the nation's largest crude oil producers. His famous Dos Pueblos ranch near Santa Barbara, Calif., contains one of the world's largest commercial orchid enterprises. A member of many prominent organizations, he is a member, Board of Regents, University of California.



Robert W. Prescott

President and co-founder of The Flying Tiger Line. A former Navy pilot, Prescott flew in China with General Claire Lee Chennault's American Volunteer Group, popularly known as the Flying Tigers, from which the airline subsequently derived its name. Returning to the United States after the war, he proposed the formation of a transcontinental air freight line to a group of Los Angeles businessmen headed by Mr. Mosher, which resulted in the founding of the company.



Fred Benninger

Executive Vice-President, Treasurer and Chairman of the Executive Committee. A graduate of the University of Southern California in accounting, Benninger joined The Flying Tiger Line shortly after its formation in 1945 and has since headed up the administrative, contract and treasury functions of the airline. Prior to joining the company, he had worked as an accountant in several industrial companies.



George T. Cussen

Vice-President and a member of the Executive Committee. In charge of air freight and contract sales for The Flying Tiger Line, Cussen came to the airline in 1947 after an extensive career in commercial aviation, which began in 1929 with Transcontinental Air Transport, the original Lindbergh company and a predecessor company in the TWA group. He also held traffic and sales posts with Western, American and Eastern Airlines.



Frank B. Lynott

Vice-President and a member of the Executive Committee. In charge of operations, Lynott supervises air freight ground operations, contract operations, flight operations and maintenance. He came to the Flying Tiger Line in 1955. A former Pan American World Airways and Air Transport Command pilot, Lynott began his commercial aviation career with Slick Airways in 1946, where he held top operations and traffic positions.

Tiger DEW Line Saga:

THIS WAS THE FROSTING—

(Editor's Note: One of the most difficult flying assignments ever given Flying Tiger flight and ground crews was our operation on the Dewline some two and one-half years ago when the United States started building the famed North American radar fence. It was a highly secret operation and for a long time, no one could talk about it. Then, when we could, Scholer Bangs, veteran aviation writer, became interested in it and

gathered material for a story, featuring *The Flying Tiger Line*. Unfortunately for Scholer, military release of the Dewline story out-dated his effort, so it was never published but the *Tigerreview* asked him to put his information into a story for Flying Tiger employees to read. We think you will find the result highly interesting as well as revealing a story of our operations about which most of us knew very little.)

by Scholer Bangs

It wasn't much. Just the same old rat race. Pick up a load one place and set it down the next. A piece of cake!

Ask any Tiger pilot who was there!

It saves a lot of back-tracking; worrying about old secrecy agreements no one seems to have bothered to "declassify"; having to recall things that just plain scared hell out of you up there on DEW Line.

So, with a nice touch of modesty, a bit of the veddy British—a piece of cake!

Here it is . . .

Or, there it was, when the wheels decided that plain old American big-plane transport know-how was needed to string a 3000-mile necklace of radar stations along the curve of the Arctic Circle, and a Flying Tiger DC-4 airfreighter was dipping down for the first landing on a strip scratched through the snow overlay down to the bare ice . . . a mistake! . . . of the frozen sea.

In the left-hand chair Dick Rossi, captain, grunted approval as wheels bumped solidly into the landing roll-out. At his right, Bill Pattison nodded.

A touch of the brakes; a piece of . . . nothing happened! Except that the end of the runway and

hummocks of solid ice, just beyond, were coming up at a speed of a hundred knots with the plane's wheels locked and sliding on glate ice that should have been scratched and covered with at least a few inches of snow for traction.

Tail-First Landing

"Right engines full power!"—And full left rudder for what good it might do!

Crazily, drunkenly, the "4" started to spin as it slid.

Wait . . . wait . . . wait . . . NOW! Left engines full power! Just hang on and hope, watching snowdrifts whipping past wing-tips begin to slow down and finally come to a halt at the end of the runway, at the end of the first transport landing ever completed under full takeoff power and tail-first.

That was about two years ago, in March of 1955, when U. S. contract airlines, their planes stripped of company identification and crews sworn to secrecy, began invading arctic wastelands where only bush pilots had flown before, repeatedly landing to sit out long hours of darkness or vision-obliterating Arctic storms.

"It was something of a surprise to the folks up there when we came in with our Tiger DC-4s and C-46s and began flying around the

clock under what were supposed to be visual flight regulations and with best available maps showing big holes of uncharted areas where we were scheduled to go," Pattison recalls.

Thousands of tons of structural equipment, electronic gear and fuel oil were stacked up at jumping-off points; the supply movement for DEW Line stalled by frozen waterways and failure of caterpillar trains which had been counted upon to claw their way north over hundreds of white-out miles to the sites of future DEW stations.

It was either air lift, or call off the party; quit, or give it a try—

Such as the first flight to Site "X" (Site numbers and locations still are classified) with 18,000 pounds of fuel oil, in drums, aboard the DC-4. The ETA was right, and there was the flight strip, of sorts, and beside it a red metal shack, several igloos, and parka-clad figures waving.

Loose Snow

"We touched, all right, and then kept going down, and down until the DC was in loose snow up to her wings, and we had to pour on full power to even taxi," recalls Pattison, who was aboard.

"None of the reception committee, all Eskimo, could speak English. And they're probably still talking about the crazy aviators who suddenly started rolling all those drums of oil out the door and then without so much as a 'Merry Christmas' taxied up and down the snow-bogged flight strip like lunatics until finally a wheel footing was packed down and the big bird staggered up and away!

"It hadn't taken us long to realize we'd hit the wrong place, and it was either a case of unload and get out in a hurry, with the engines still hot and turning, or face a winter of eating blubber in igloos. No thanks! Minus our load, we took off from that 2000-ft. ski-plane fur trading strip with air speed indicating 65 mph. — which the Canadians later told us was 'impossible' "

"Red" Duehren, FTL mainten-

ance superintendent, thinks he may have the explanation to how a DC-4 could take off from a snowbound strip designed for a single-engine bush Beaver.

They could have been taking off at 9500 ft. below sea level, in air so thick you could almost cut it with a knife—a cake knife.

"More than once," Duehren relates, "Tiger crews on the DEW line have reported altimeter readings of 29.92 at a temperature of minus 50 degrees Centigrade—giving a density altitude of minus 9500 feet.

1400 hp Equals 1540

"Under those conditions a 1400 hp. engine will deliver 1540 hp., and a plane rated for 73,000 pounds maximum takeoff load can get off the runway carrying 78,000 pounds.

"Conditions probably were somewhat like that when the crew of the oil drum incident decided against a winter of igloo hospital-ity."

The icing on this piece of cake just barely lasted long enough—

C-46 No. 991 had overshot a landing, ground-looped and wound up a cripple on a strip hacked out on the ice of a fresh-water lake bordering Amundsen Gulf, and a thaw could be expected in about ten days. What would you do? Write off several thousand tons of future freight-carrying potential? Or try for repairs, with the ice melting by the hour?

Within a few hours after the relayed radio flash of the accident, Tiger pilot C. B. Smith, five mechanics and a plane load of spare parts were pounding out of Lockheed Air Terminal and on their way to the Arctic Circle. Working day and night they finished the job, and both planes took off from ice that was beginning to heave gently as they rolled down the strip. Three hours later they got the radioed word — where the planes had been parked was open water!

Or, take the case of the disappearing runways—

One moment they'd be there, burning brightly, the oil flares strung like golden beads marking the landing slot in the black Arctic night. The next, swinging about to line up for final approach, they'd be gone, vanished in an instant.

The trick was . . . learned after hand-sweating near crashes in the early days of DEW freighting . . . to hold steady and keep going until as suddenly the welcoming lights blazed into view again from within the ravine of snow in which the runway had been carved.

Maps Inadequate

And there always were the maps, the charts, such as the one, the "very latest," Capt. Ted Brondum, his co-pilot and mechanic were using for final approach the night of their first flight into the air strip at Pelly Bay. There was no indication on the chart that between their C-46 and the head of the flight strip was a 1000-ft. hill, not even markings on the paper to show the warning spots of three prior crashes, all fatal.

All that was left between two massive boulders, was the blacked-out still-intact cockpit of the C-46, with the mechanic, apologizing "Gee, fellows! I sure am sorry!" And the co-pilot mumbling to Brondum, "Wait 'til I get my paper work done. I've got to sign off this load manifest." A Pelly Bay priest, who had heard the thunderous crash, led a caterpillar crew and found them, miraculously unharmed save for shock and a broken nose received by the mechanic, an hour and a half later.

Of course, it didn't have to be an uncharted hill.

Captain Mel Smith and co-pilot Tom Sullivan were groping along second-guessing whether they'd be able to reach a site on an island off the west coast of Baffin Bay or have to head for an alternate twenty minutes away. They didn't realize they had flown into a white-out, where white land and white sky blended and left no horizon. All they knew was that with their altimeter showing 300 ft. they suddenly were plowing into the landscape at 110 knots. No injuries, and their DC-4 was to fly again, with four new engines and wingtips!

Erratic Compasses

And it didn't have to be a white-out, or the real estate suddenly swapping ends in clouds of blown snow as blinding as a Sahara sandstorm to make things interesting.

There were the compasses that dipped and spun crazily in the vicinity of the magnetic pole; the Aurora Borealis which hung in the sky in the south when all your life you'd been looking north to see it. And the "chill factor". On the ground at Yellow Knife, or points north, you always kept one ear cocked, out of doors, for the sudden warning yell from an old hand among the citizenry. You might be comfortably cozy kicking through the snow at fifty below in the still, dry air. But the cry, "Chill's comin'!" would send you racing into the nearest structure. A sudden wind and rise in humidity could freeze you to death in three minutes!

Anyone for a piece of cake?



New assignments in Flying Tiger's Maintenance Department recently announced by Neil Berboth, vice-president, include the appointment of five veteran employees to top supervisory posts. Here they are seated with vice-president Berboth for their first conference (left to right) W. J. (Red) Duehren, general superintendent; Bill Thompson, superintendent of base maintenance; Berboth; Don Fry, supervisor of production control; and Joe Baker, manager of service sales and contracts. Absent in Tokyo when the picture was made is John Dewey, superintendent of line maintenance. Continuing in other top assignments in the department are Art Klein, superintendent of material control; Paul Grace, superintendent of inspection; and Chuck Steeves, chief engineer.

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