Tigereview

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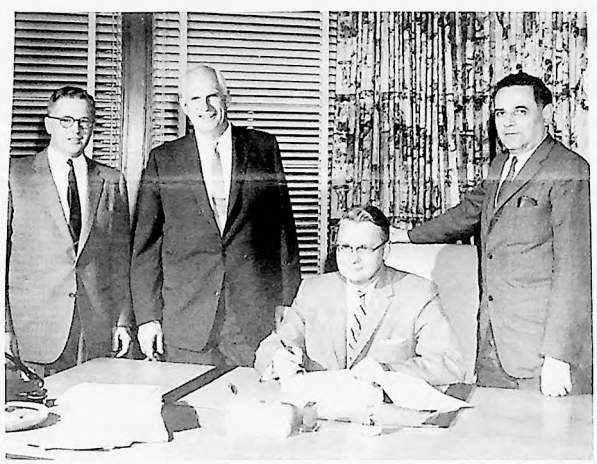
Tigers Buy Fleet of 10 CL-44D-4 Jets

Prop-Jets Cost $5.5 Million Each, Delivery Scheduled in Two Years

A $55,000,000 order for a fleet of 10 jet air freighters was announced on May 14 by President Robert W. Prescott of The Flying Tiger Line. Prescott said a contract had been signed with Canadair, Ltd., Montreal subsidiary of General Dynamics Corp., for the delivery in 1961 of a new type of jet prop air freighter, the CL-44D-4.

First Jet-Type Air Freighter

Pictured here is a scale model of the Canadair CL-44, which will be the first of a new type of prop jet air freighters embracing swing-tail loading design. First delivery: January, 1961.



Jet Pact Signed

Executive Vice President Fred Benninger signs the contract for Flying Tiger's new fleet of CL-44D-4 prop jet aircraft. Standing left to right are F. R. Kearns, Canadair's Vice President and Comptroller; J. Geoffrey Notman, President of Canadair; and Norman L. Meyers, General Counsel of Flying Tiger. As the first airline to purchase jet all-cargo planes, Flying Tiger will lead the air freight field in the new-equipment race just as it did with the present fleet of Super H Constellations.

Name Needed

Flying Tiger's new fleet of prop jet transports officially bear the airplane name—CL 44D-4—but an effort is being made to find a more descriptive name. For example, the airline's present fleet of Lockheed 1049H aircraft bear the more attractive name of Super H Constellation. So this is an invitation to Flying Tiger employees to submit suggestions for a name. Please send your ideas to the Burbank Public Relations Department.

It will be the first to embrace the much discussed swing-tail design by which the tail swings laterally to the side of the airframe, permitting a straight-in rear-door loading, contrasted with present side-door loading.

The Flying Tiger order is the largest ever placed for a commercial air freighter, and represents the first major acquisition by an air carrier of jet freight equipment. It also marks the first purchase of a Canadian-built aircraft by a U. S. Airline.

To Compete with Ground

With the acquisition of this aircraft, Prescott said the line expected to achieve the long-sought goal of direct rate competition with long-haul truck and rail freight services.

"The CL-44 is the turbine-powered aircraft which should enable air freight to compete effectively with long-haul truck and rail by reducing air operating costs and rates," he said. *"In it, we have cheaper power married to the proper airframe. This combination should enable us to reduce operating costs by 40 per cent or better and establish ton-mile rates in the 10-to-11 cent range as against today's 20-cent air tariffs."*

The order was placed just two years after the airline had inaugurated, in May, 1957, service with the most modern air freight

(Continued on Page 2)

Tigers Earn $1.17 a Share To March 31

With operating income recovering sharply, net income and special items totaling $1,275,614, equal to $1.17 per common share after preferred dividends, were reported by The Flying Tiger Line for the nine months ended March 31, 1959.

This was a gain of 166 per cent over the same period last year, when the line showed earnings of $465,117, equal to 44 cents a share.

By contrast with the 1958 period when the airline showed an operating loss of $418,360, the current nine-month report produced net income before taxes of $2,132,362, Robert W. Prescott, president, announced.

Special items resulting from gains on the sale of aircraft, which totaled $671,477 or 68¢ a share last year and overcame the carrier's operating loss, amounted only to $253,252 this year, or 24¢ a share. Net income after taxes and interest this year totaled $1,022,362, or 93¢ a share, compared with last year's loss of $206,360, or 24¢ a share.

More Shares

Per-share earnings for the current nine months were based on 1,120,684 common shares compared to 983,635 shares in the 1958 period. The increase large-

(Continued on Page 8)

Carload of Freight Starts SFO-NY Non-stop Schedule

Toting a load of freight equal to that carried in a merchandise box car or highway truck trailer, a huge Lockheed Super H Constellation flew out of San Francisco May 4 on the first non-stop all-cargo flight to New York.

Aboard an air freighter of The Flying Tiger Line, the nation's only transcontinental all-cargo airline, was more than 40,000 pounds of the products of western industry and agriculture ranging from flowers and apparel to electronic tubes and turkey eggs.

Departing from San Francisco International Airport at 8:30 p.m., the aircraft arrived in New York eight and one-half hours later, or 8 a.m., New York time.

Inauguration of the new service, which will be flown on a daily scheduled basis between the two cities, was described by Bernard E. Tenney, Western Regional Manager, as new evidence of the industrial and agricultural growth of the west.

Non-Stop Demanded

"Service from San Francisco to the east via Chicago, Detroit and other intermediate points has been successful now for some time," he said, *"but the demands for non-stop flights to the markets of the New York area have been such that we decided to add this non-stop service to our regular San Francisco-Chicago-Detroit schedule."*

In addition to the two eastbound flights out of San Francisco, the airline also began direct westbound service into the Bay Area from the east, eliminating the Los Angeles leg of its schedule. One flight arrived in San Francisco from New York and Chicago at 8:30 a.m., and a

(Continued on Page 4)

Profit Plan Open

During the months of May and June the Company's Profit Sharing Plan is open to all eligible employees.

Employees with seniority dates of June 30, 1958, or prior are eligible if they have been working on a full-time basis.

Last year the earnings of the Plan were about 10%.

Applications for participation in the Profit Sharing Plan must reach the Personnel Office before July 1, 1959.

If any member of the Plan wishes to change the amount of his payroll deductions, now is the time to do it. These changes may be made effective beginning in the months of July and January only.

Monkey Shines!

Hold it Pard! This little chimp, getting off a Flying Tiger flight at San Francisco, greeted his master with an affectionate leg hold which our roving cameraman at SFO caught just at the moment of impact.

TIGERS BUY FLEET OF 10 CL-44D-4 PROP JETS

(Continued from Page 1)

equipment, the Lockheed Super H Constellation.

And, coincidently, the new prop-jet air freighters will come into service, succeeding the Constellations, just about two years from the time the order was placed. The first aircraft will be received in January, 1961, and all 10 freighters are expected to be delivered by May.

$80 Million in 4 Years

The Lockheed order was worth approximately $28,000,000. Thus, in four years, Flying Tiger will have ordered aircraft with a value in excess of 80 million dollars. Such is the pace of the equipment race in today's airlines. Just as it was first with the Constellation, which is the most efficient air freighter now flying, so the company will be first with jet equipment which is expected to set the stage for the great break-through in air freight volume.

Completion of the Canadair order concluded some six months of study and negotiation by an airline team headed by President Prescott and composed of Vice President of Operations Frank Lynott; William E. Bartling, Vice President of Research and Development; Executive Vice President Fred Benninger; and Norman L. Meyers, General Counsel for the airline.

The group spent much of the past month in Montreal working out the vast amount of detail necessary to conclude the order, including both financing and arrangements and specifications for the airplane.

The decision to order the CL-44-D came after initial studies by Lynott and Bartling had embraced the entire jet field. During this investigation, aircraft such as the Boeing 707, Douglas DC-8, Lockheed Electra and Convair 880 were researched and their application to the Tiger system examined intensively.

The final decision to order the Canadair ship resulted from a combination of factors, foremost of which were favorable financing, early production of the airplane, and its peculiar advantages in the Tiger system.

Jet Prop Flexibility

It was felt that a jet prop would more favorably meet the flexible requirements of the airline, which must combine both long and shorthaul operations. It must have an airplane which can fly heavy loads over long distances and also operate efficiently on a short-hop schedule, such as Boston-Hartford-New York-Chicago.

It was generally recognized that the pure jet was superior over long distances but produced real disadvantages in any short haul operation.

Derived originally from the airframe of the Bristol Britannia and developed progressively through the CL-28 Argust, the CL-44D-4 represents the latest thinking in the design of jet prop transports.

As a convertible aircraft—for use either as all-cargo or for passengers—it can carry up to 70,000 pounds of cargo or 172 passengers.

The CL-44 will be the largest commercial air freighter ever built. Its gross weight of 205,000 pounds is nearly half-again as much as that of the largest commercial air freighters now flying. It will carry 70,000 pounds of cargo non-stop over a 3,000-mile range at a cruising speed of 400 miles an hour. By contrast, today's largest air freighters can lift 45,000 pounds of cargo over a 2,200-mile range at a speed of slightly more than 300 miles an hour.

Rolls-Royce Engines

The airplane will be powered by four Rolls-Royce Tyne-12 jet prop engines, each delivering 5,730 horsepower. The Tyne will be the first of a new group of high-compression, two-spool engines, one spool driving the propeller and the other providing jet thrust. The purchase price of the airplane, averaging $5,500,000 each, includes engines and spare parts.

A salient advantage of jet prop power, Prescott said, is that in contrast to pure jets, the CL-44 will be able to operate out of almost any airport now served by the airline. The jet prop does not require the extremely long runway segments used by pure jets.

The swing, or hinged tail, not only speeds freight handling and permits the carriage of much larger freight, but it also provides an important weight saving over the conventional side-door design. The tail swings on huge hinges operated by hydraulic power and is constructed to preclude any loss of cabin pressure in flight.

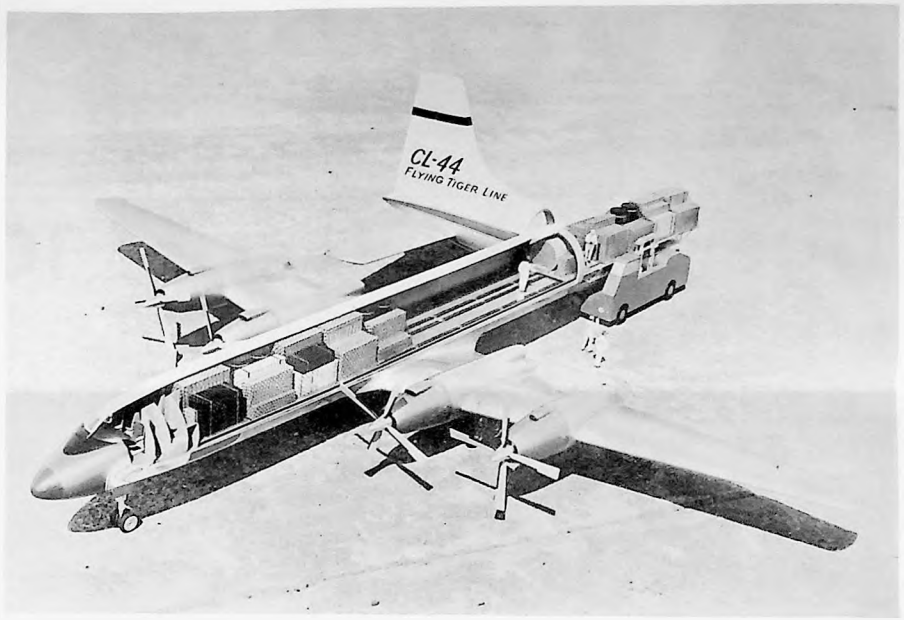
Massive Lift

Single pieces of freight weighing in excess of 60,000 pounds and more than 85 feet long can be placed in the aircraft, or about twice the size permitted on existing commercial aircraft. Such massive cargo as trucks, pipes and missiles could be airlifted.

There is also a huge forward side cargo door aft of the aircraft nose so that front and rear loading may be accomplished simultaneously. This simplification of loading techniques will cut freight handling time in half, thus speeding up ground operations and effecting additional reductions of operating costs.

With an overall length of 136 feet and a wing span of 142 feet, the airplane has a cargo cabin 98 feet long, 11 feet wide, and nearly seven feet high. Total cubic capacity is 7,391 cubic feet, the equivalent of nearly three railroad box cars.

Trunk airlines, reporting on pilot pay in 1957, latest available figures, said they had 702 pilots each earning more than $20,000 annually.



This photograph is a cutaway view of a scale model of the Canadair CL-44 jet prop with the much-discussed swing-tail loading design. The tail swings at right angle to the airframe, permitting straight-in rear door loading.

NEW SWING-TAIL FEATURE DETAILED

Here is a detailed description of the operating characteristics of the swing, or hinged-tail feature of the CL-44D-4:

The hinged-tail for easy loading of freight is an unusual, but highly practical, feature of the CL-44. The engineering problems involved have been solved to provide a system which is completely reliable, easy to operate, and simple to maintain in service.

From a structural viewpoint, the hinged-tail is an easier solution than a big side door which would require reinforcement of the whole surrounding structure. The result is a saving in weight by using the swinging tail.

The normal hydraulic system of the airplane can be used to actuate the swinging mechanism. Alternatively, a ground power supply can be used so that there is no need to use the engines to generate hydraulic pressure. A safety system is installed to prevent operation of the actuator when any one of the tail latches is engaged.

Fail-Safe Basis

Alignment of the rear fuselage is by a locating spigot and shear pins on either side of each latch. These latches, with the hinges, are designed to carry all loads on a fail-safe basis.

A safety system ensures that the aircraft's engines cannot be operated above a pre-set power unless all latches are engaged and locked. The swing-tail is positively sealed to the break-frame to preclude any possibility of cabin-pressure loss in flight.

Control motion for elevators, elevator trim and rudder is transmitted across the fuselage break-line by a system of bevel gears, levers and rollers. These are designed to provide self-centering interface. Control connections are recessed to protect them from inadvertent damage when the tail is swung aside for freight loading.

Primary control surfaces are locked hydraulically and incorporate similar safety features. Hydraulic pressure for this system is transmitted through the the fuselage break-line by flexible links.

Air Investment High

For the four-year period, 1957 through 1960, the airline industry has invested an average of of $18,123 per employee in jet aircraft and related facilities. On a comparative basis, the primary iron and steel industry has new investment averaging $5,310 per employee; motor vehicle and equipment, $3,790; chemicals and allied products, $7,190; and railroads, $3,420.

New Tiger Service

Direct service between Upper New York State and the West Coast was begun on May 11 when The Flying Tiger Line extended its No. 182 flight into Binghamton from Chicago and Cleveland.

The flight becomes a turnaround at Binghamton and departs there as the No. 281 flight at 12:00 midnight daily, flying west via Cleveland and Detroit.

Binghamton formerly was served only eastbound on the No. 284 flight.

The new service will provide excellent hub-trucking connections to a number of important cities in the Upper New York State-Northern Pennsylvania area, such as Rochester, Syracuse, Utica, Scranton, Wilkes Barre, Elmira, Corning and Rome.

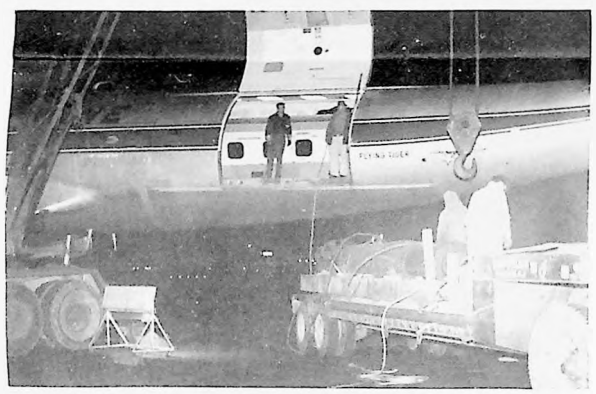
A special sales and advertising program was begun in the region to develop traffic for the flight.

Flying Tiger Jet-Purchase Committee

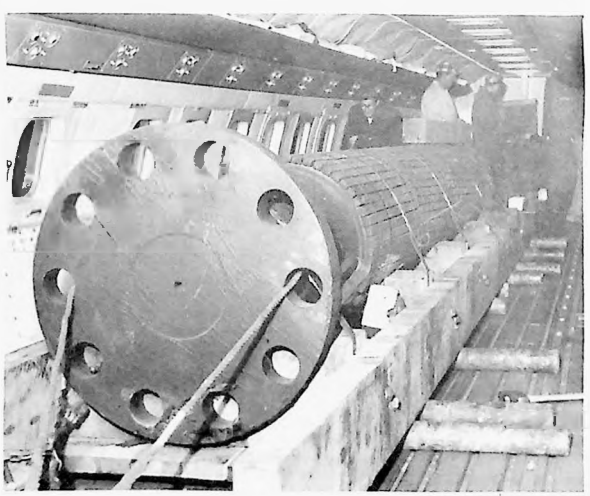
This group of five men headed by President Robert W. Prescott composed the Flying Tiger team which arranged the purchase of the airline's new fleet of prop jet transports. Left to right are President Prescott, Vice President Frank Lynott, Vice President William E. Bartling, Executive Vice President Fred Benninger and General Counsel Norman L. Meyers. (For a photo of the actual contract signing, see Page 1).

Canadair CL-44D-4 Cargo Aircraft
Specifications

Engines Type	Four Rolls-Royce Tyne 12
Take-off Power	4 x 5, 730 ehp
Propellers Make	DeHavilland, 4 blade
Diameter	16 ft.
Weights	
Max. take-off weight	205,000 lbs.
Max. landing weight	165,000 lbs.
Max. zero fuel weight	155,000 lbs.
Operating weight empty international	90,294 lbs.
Payload, weight limit	64,700 lbs.
Dimensions and Capacities	
Length	136 ft. 7 in.
Span	142 ft. 3 in.
Height	38 ft. 7 in.
Wing area	2,075 sq. ft.
Cabin length	98 ft. 7 in.
width at floor	11 ft. 0 in.
height	6 ft. 9 in.
Cargo capacity:	
cabin	6,380 cu. ft.
belly compartments	1,011 cu. ft.
TOTAL	7,391 cu. ft.
Standard fuel capacity	8,510 Imp. Gal.
Max. fuel capacity (optional)	10,150 Imp. Gal.
Performance	
F.A.A. take-off field length	7,660 ft.
F.A.A. landing field length	6,775 ft.
Cruise speed at 20,000 feet	340 knots (392 mph)
Range with max. payload, two-hour fuel reserves	2,470 naut. miles
Max. payload	64,700 lbs.
Range with max. fuel, less two-hour fuel reserves	3,900 naut. miles
Payload for above range	47,400 lbs.



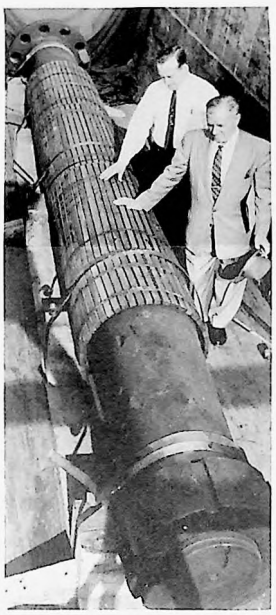
Part of the special crane equipment needed to load the largest single piece of commercial air freight is shown in this photo, as the 22-foot-long marine drive shaft awaits lifting aboard a Flying Tiger Line airfreighter.



The 22-foot-long steel ship drive shaft is shown aboard the Constellation. Note the heavy skidding which had to be engineered for the shaft so the weight would be safely distributed in the aircraft.

TIGERS FLY 17-TON SHIP SHAFT, SAVE TANKER OWNERS $6,000 A DAY

The largest single piece of commercial air freight ever shipped, an entire steamship shaft weighing 34,000 lbs., was flown by a Flying Tiger Super-H Constellation from Newark to Sicily early in May.



This huge steel shaft is the largest single piece of air freight flown by a commercial carrier. Shown here in a truck bed as it arrived at Newark Airport, the shaft is being inspected by Joseph Ryan, Flying Tiger Line District Sales Manager, EWR, on the left, and C. A. Eldred of Universe Tankships, Inc. and National Bulk Carriers, Inc.

The breakdown of a huge tanker of Universe Tankships, Inc. in the harbor of Palermo, Sicily, marked the beginning of another story characterized by FTL ingenuity. The steamship company, seeking quickest possible replacement of the main screw shaft of its disabled tanker, immediately called in the Dyson Shipping Company, Inc. and its agent, Bill Clark, to seek the quickest possible delivery time to Palermo.

Clark, knowing that replacement would take weeks by surface ship while the tanker stood idle at a cost of $6,000 a day, finally, in desperation, decided to see if transatlantic air delivery was even a possibility.

He telephoned Flying Tigers' New York Sales office to see if the huge piece could possibly be airlifted on a Flying Tiger charter.

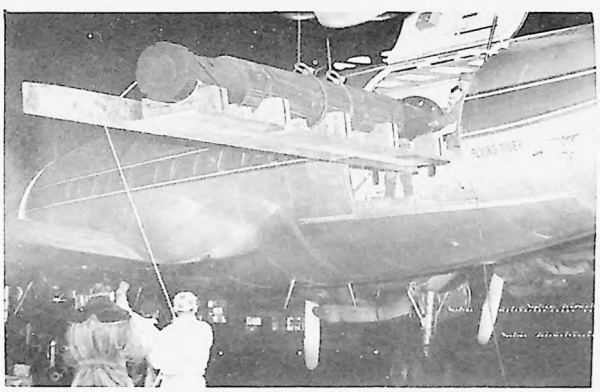
Would Fit 1049H

Brian Hayhoe, Sales Manager, International Charter Division, promptly called upon freight specialists in Burbank who figured that the heavy steel shaft which was 22 feet long by approximately 2 feet thick, extending to 3 feet at one end, could be loaded aboard the 1049H.

Upon acceptance, arrangements were made for special rigging and trucking equipment to get the shipment from Virginia by truck to Newark Airport. Upon arrival at EWR, special wooden skids had to be constructed for protection of the air freighter. Traffic Manager Joe Healy, getting the specifications of the shaft and weight, called upon engineers of the Lockheed Aircraft Corp., builder of the Constellation, for aid in figuring out the proper skidding for the shaft so that its weight could be distributed without damage to the aircraft.

The engineers put the problem through the Lockheed computer and came up with the solution. The skidding is shown in the accompanying pictures.

The use of a crane with the assistance of rigging lines and a Hyster fork lift were required to help nurse the shaft aboard. A similar process had to be employed in offloading the shaft upon its arrival at Chinisia, Sicily, some 50 miles from Palermo harbor. Hal Ramsden, Station Manager at EWR, supervised the loading and also accompanied the shipment to Sicily, where he supervised the offloading.



Thirty-four thousand pounds of steel, in the form of a marine drive shaft, is shown here as it is lifted aboard a Flying Tiger Line airfreighter.

Shown here are some of the men who helped load the drive shaft aboard with the aid of a crane and other special equipment. In the foreground, far left, is Hal Ramsden, Flying Tiger Station Manager at Newark.

Guide lines steer it into the aircraft.

'BRAIN-WASHER'
by Chuck Snoke

(Answer on Page 7)

Q—How about fast, sort-of, name five normal English words which end in "dous."

San Francisco-New York Service Begins with Carload of Air Freight

(Continued from Page 1)

second from Cleveland and intermediate points at 2 p.m.

Tenney said, *"it is interesting to note, as evidence of the development of western industry and markets, that our total airlift in and out of San Francisco now—180,000 pounds daily—almost equals in a single day the total amount of freight lift available in a month when we started the first all-cargo service here in 1946."*

The first night's operation of the new schedules produced a total of 364,447 pounds of freight, Peter Albert, General Sales Manager, said.

70,225 Pounds at SFO

San Francisco loaded 70,225 pounds on its two eastbound flights and originated an additional 35,842 pounds for northwest and subsequent eastbound flights.

Our of Burbank, the two eastbound flights developed 57,641 pounds. The Chicago flights to San Francisco and Los Angeles produced a total of 76,228 pounds, the Detroit-Los Angeles flight carried 37,629 pounds and the three-westbound flights out of Boston and New York developed 122,693 pounds.

The inaugural flight out of San Francisco was highlighted by shipments of Chinese vegetables to New York and a letter of greeting from San Francisco's Mayor of Chinatown, Robert S. Lee, to his counterpart in New York, Lee Young Nai. June Gong, formerly Miss Chinatown U. S. A., and Princess Winifred Lum helped Mayor Lee and Albert C. Lim of the Mow Fung Co., one of the largest shippers of Chinese vegetables, load the shipment.

San Francisco is the principal source of these delicacies, which are shipped by air to all parts of the United States.

Albert C. Lim, leading shipper of Chinese vegetables, shows some of the delicacies flown on the inaugural San Francisco-New York flight of The Flying Tiger Line to (left to right) June Gong, formerly Miss Chinatown U.S.A.; Ken Albertson, FTL District Sales Manager at San Francisco; Princess Winifred Lum; Robert S. Lee, president, San Francisco Chinese Chamber of Commerce.

Here is the busy receiving conveyor as part of an 11,000-pound load of flowers moves across the weighing and checking station.

Truck line-up at the Flying Tiger San Francisco terminal with early loads for the non-stop inaugural flight to New York. That's right—that's a rail road truck. (Some day soon we'll be able to fly the truck too!—Ed.)

You can sense the speed of operation in this scene which shows three fork lifts working between the station and airplane as cargo handlers rush to get the flight out on time. And they did.

June Gong (center) and Winifred Lum, royalty of San Francisco's famed Chinatown, watch the loading of an inaugural shipment on the San Francisco-New York non-stop with Capt. Don Sanders (left) and Bernie Tenney, Regional Sales Manager, on the receiving end.

Arrival of Flying Tiger's first scheduled non-stop San Francisco/New York freight flight was marked by a special message sent from the San Francisco Chinese Chamber of Commerce to the New York Chinese Chamber of Commerce. Here Mr. Lee Young Nai, left, president of the New York group, receives the message in Chinese from Joe Ryan, EWR DSM, as Berne Lee, center, Chairman of the Board of the New York group, looks on.

Tigress' Report on Russian Trip-Part 2

(Editor's Note: *In April* Tigereview *you read the first installment of the Russian adventures of a trio of Flying Tigresses — Katherine Smith, Shelley Green and Dorothy Phillips—all three of whom are executive secretaries in the Burbank General Offices. Following an Air France flight to Russia, the three Tigresses set down their thoughts. You read Katherine Smith's report last month, as well as part of Dorothy Phillips'. Here is the conclusion of Dorothy's story, and that of Shelley Green.*

SEEING SOVIET RUSSIA ON THE RUN

by Dorothy Phillips

And speaking of pedestrians . . . the streets were jammed with people, especially in Moscow, and the stores were jammed with people.

Of course, Moscow is a city of approximately 6 million so I guess they have to be somewhere . . . but I couldn't get over the number of people on the streets . . . walking purposefully and seriously somewhere.

Looking, Not Buying

I saw very few buying anything but they were doing a lot of looking and knocking people about.

I especially noticed the knocking-about. The men were quite rough. Not only do they not think about opening a door for anyone, but I had the impression they thought women should open doors for them.

I must admit I became quite irritated while trying to shop. Getting down the street to a store was like being a lone player against the entire Los Angeles Ram team. And trying to get up to the counter to see what you wanted took a great desire to purchase AND shrewd maneuvering.

Exchanging rubles for dollars at Service Bureau, Peking Hotel, Moscow.

At the time I was inclined to think that these people do not want you to buy . . . that the shoppers are irritated if they think you are going to buy. As I think it over perhaps that is true, as the Russians do not have a lot to buy and as far as I could see the things they need and like . . . such as suits, dresses, blouses and scarfs . . . are very expensive and take a bit of saving up for.

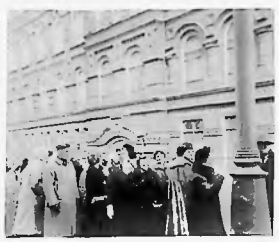
Russians Go First

As an example of how you have to keep on your toes and hold your own when out mingling with the masses, I was with a small group of girls after seeing an opera in Leningrad. We were trying to find a taxi to get back to the hotel. One taxi came up and just as we started to get in a group of Russians pushed us aside, jumped in the taxi and away they went.

It was quite a wait until we saw another taxi approaching. We went running into the street with arms waving to get it to stop. Just as it was slowing down and we started to open the doors there was another onslaught of Russians from out of nowhere.

There was much bumping and jostling, and I heard someone remark that they thought we were outnumbered.

A Russian fellow opened the front door to slide in by the



Lineup to get inside Kremlin. Your members and one Intourist Guide Naya (by lamp post).

driver but, being small, I slipped in first and away we went careening down the street with doors still open!

When I was able to turn around I was very pleased to note that the people in the back seat looked familiar. I think the taxi driver was not happy about the outcome of this mad scramble. I gathered this from the way he drove and the fact that he would not take any tip.

All was not hectic, however. One of our Intourist Guides was an extremely nice-appearing girl and we all "took" to her. She seemed to be sad to see us go. The other guides were nice to us but very, very efficient.

Hotel Rooms Bright

In both Moscow and Leningrad I was surprised at the bright interiors in the hotel rooms, maybe because from outside all the buildings looked so dismal.

Not only were the rooms luxurious, with high ceilings and windows (and in Leningrad we had a sitting room plus a bedroom) but the walls and the drapes were in bright colors of blue, green and sometimes violet.

The hotels were kept extremely clean, I thought, and were typical examples of work done

Moscow's famed bathroom fixtures. As you've heard, nothing works.

by the Russian people. They seem to work hard and seriously at everything.

I noticed small groups of women and even women by themselves, with no apparent supervision, working vigorously chopping at ice and sweeping the streets. There seemed to be no loafing on the job.

Well, I am now carrying many mixed emotions about Russia and its people. I am more curious than ever to read about Russia and I think in a couple of years I would like to go back to see what changes have been made.

Seven days is not a very long time, but what with the Intourist Guides pushing us along we saw many things and hardly had time to notice how cold it was.

There was the elaborate Moscow Subway, the beautiful Bolshoi Theater, and the opera, ballet and the puppet show (which happened to feature a satire on American movies).

As you might surmise, I recommend the trip for anyone who might be interested, whether it has to be done "on the run" or not.

SOME RUSSIAN PEOPLE I MET

by Shelley Green

On Sunday, our last day in Moscow, we visited the Tomb of Lenin and Stalin (which is obligatory, solemn, even slightly macabre).

Upon winding our way back to Red Square we were suddenly besieged by mobs of youngsters wishing to trade pins and emblems for gum, ballpoint pens, pennies, postcards, cigarettes, or anything you have which might be of interest to them.

Our group was supposed to proceed across Red Square to finish last-minute shopping at Gum's, the huge Russian department store across from the Kremlin.

Shelley Gets Lost

During the "trading," I became lost from the others, and at last, having but one pen left, I turned around and found myself hemmed in by adults watching the fun.

Without thinking, I reached across and handed the pen to a pleasant-faced, nicely dressed woman. Then I started across the Square, taking my life in my hands, for the automobile drivers of Moscow have absolutely no regard for pedestrians and would just as soon knock them down as not.

Upon reaching the corner safely, I found that the woman, accompanied by a friend and a lovely young girl of about 15, had raced after me.

She tried to offer me money in exchange for the pen, but by sign language I indicated it was a gift from me to her. All the while her friend, who had iden-

Statue before entrance to Industrial-Agricultural Exhibition, Moscow.

tified herself as Maria, was taking pictures of us and saying, *"America?,"* to which I would nod.

After shaking hands, I proceeded on into Gum's. I couldn't find the group, so I wandered into a shop on the first floor where I thought I had seen some letter openers. I was mistaken.

The place was crowded (Sunday being a big shopping day in Moscow), and I finally turned to leave. Again my Russian friends met me and, this time, the woman offered a pin from her suit.

I smiled and accepted, and she pinned it on me. We tried to converse—but I didn't know Russian and they couldn't speak English.

Crowds started forming around us, and every now and then and I would smile and say *"Amer-ican"* or *"I speak English."* They would smile in return and shake their heads.

Russian Watches 'Better'

I got out my Russian phrase book, which intrigued them, and they leafed through it. My friend to whom I had given the pen pointed to herself and said "Doctor." She noticed my watch, which unfortunately was an old one, and compared it with her own. Hers was so much nicer than mine that no doubt the Russians will now firmly believe that their watchmakers are far superior to those in America.

Maria was very interested in my black plastic handbag, huge

Left to right: Shelley Green, Katherine Smith, Dorothy Phillips in Red Square. St. Basil's Cathedral in background.

enough to carry a young elephant. She exclaimed over the outside compartment and the zippered areas within. I noticed her furtively running her hand over the smoothness of the plastic.

I took out my notebook and pen and with the help of the phrase book asked the doctor to write her name and address, thinking I would send her cards and gifts later. She wrote as follows: *"I am a doctor. Am most thankful for your memory,"* and signed her name. Our Intourist Guide translated it for me afterwards.

'American' Wins Smiles

We were still surrounded by smiling men and women, and a new face would occasionally ask *"Deutsch?"* again, but when I replied *"American,"* there were no scowls—nothing but smiles and good natured laughter.

Beginning to feel somewhat like a monkey in a zoo, I finally escaped and went back to our bus parked beside St. Basil's.

I firmly believe that the people of Russia would like us very much if given the chance to do so. Tours such as we went on can be conducive to international good will, and I hope that Russia will permit more of its "common people" to visit the United States.

I'm sure *we* would be as gracious to *them* as *most of them* were to *us!*

In the past decade, consumer prices have gone up 22 per cent and industrial prices 28 per cent but the prices airlines pay for their products and services have gone up 45 per cent. Aircraft, which used to cost $6 a pound, now cost $42 a pound.

Flying Tiger Stewardess Treso Koken and some of her charges on the Seoul-Portland flight.

Babies—Bless 'em!—Flown from Korea by FTL

Another Flying Tiger Baby Lift—112 Korean orphans this time—was successfully completed last month for Oregon's fabulous farmer, Henry Holt, who now has brought 1,288 war orphans of American and Korean parentage to the United States for adoption.

The flight, like several others before, ran from Seoul, Korea, to Portland, Ore. It was the latest of a series of flights which began three years ago after Holt had been touched by the plight of the abandoned children and undertook to try to provide American homes for them.

Eighty of the youngsters on the latest flight were infants and all arrived in excellent health. Holt's daughter, Molly, was one of the attendants on the flight.

Many of the foster parents met the children at the airport and took them to homes scattered over much of the United States. Dr. Ralph Ten Habe, who supervised the handling of the children, said Holt is now in Korea making arrangements for another flight.

Here is how the babies are flown in cradles fitted across the airplane cabin.

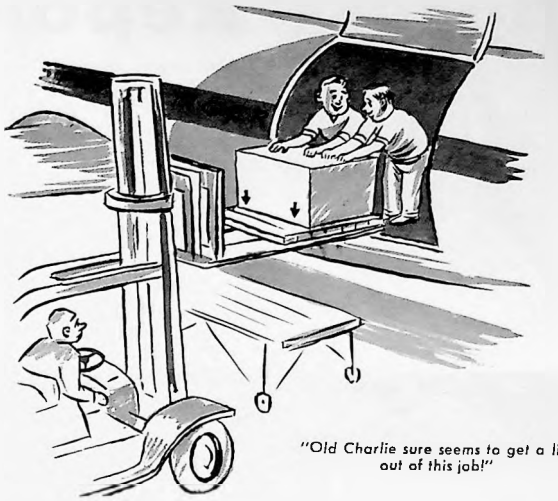
Here the children and infants are received from a bus at Seoul airport for loading on the Flying Tiger Super H Constellation. At the extreme right, bareheaded, are Jim Correa (left in the dark suit), who supervised arrangements for the flight at Seoul for FTL, and Capt. Thomas Haywood (left in lighter clothing) who took the first leg out of Seoul to Wake Island.

Credit Union Philosophy

Your credit union is a union of its members for the purpose of making it possible for each member to take care of his own short-term credit problems at reasonable rates.

It is also a part of the credit union program to induce members to save, making a good habit of the process. Everything is done to induce one not to withdraw his savings, except in times of great need, *it being more to his advantage to borrow when he requires money.*

The credit union theory is that money should be used for the benefit of those to whom it belongs.



"Old Charlie sure seems to get a lift out of this job!"

Flying Tiger Consistent Advertiser to Shipping Public

Typical of the steady drumbeat of Flying Tiger advertising is this full-page "Four Ways" advertisement that ran recently in *Air Cargo and Shipping World*. Others are scheduled on a regular basis.

AIR FREIGHT SERVICE IMPROVED FOUR WAYS!

New SHORT-HAUL AIR SERVICE

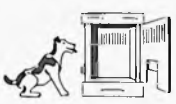
To and from Boston, Hartford-Springfield, New York and Philadelphia. To and from Akron-Canton, Cleveland, Detroit, Chicago and Milwaukee. To and from San Diego, Los Angeles and San Francisco. CAB regulations previously prevented Flying Tiger from serving cities in the same "Air Zone." Now this restriction has been removed and we can carry your shipments between these terminals.

New SKY-HIGHWAY SCHEDULES

Now, in association with America's leading motor freight carriers, Flying Tiger offers fast, low-cost *all-cargo* service to and from many more cities *and major military bases* in the East, Midwest and Pacific Coast states. True thru service (tailgate truck-plane interchange, no terminal transfer delays) with one bill-of-lading and *one low rate.*

New "DEFERRED" BARGAINS

Through rates on money-saving "deferred" air freight now are offered between more points. Shipments now can go part way by deferred, part way by regular air freight. A change from deferred to regular now can be made, if necessary, while a shipment is on route.



New KENNELS FOR DOGS

Even the pups get a break! Special aluminum kennels have smooth metal floors with small ¼" holes instead of wire mesh. More comfortable, and safer! Two sizes, for large and small dogs. Kennels rent for $5.00 per trip at any Flying Tiger terminal.

Phone or write for more details on any of these new service features

SHIP WITH THE LEADER • IT COSTS NO MORE THAN ORDINARY AIR FREIGHT!

FLYING TIGER LINE

General Offices: Lockheed Air Terminal, Burbank, Calif. Offices in principal cities

ONLY TRANSCONTINENTAL SERVICE WITH LOCKHEED SUPER-H CONSTELLATIONS

Maintenance Men Spruced Up

Sprucing up of Flying Tiger hangars and shops under the direction of Vice President Neil Berboth and Superintendent of Maintenance Jim McLachlan has moved ahead another step with the supplying of uniforms for all maintenance personnel. It makes the shops look mighty trim. Here four of the Burbank Maintenance force display the four types of new shop clothing. Left to right are Aubrey Hebener, Leadman Instrument Shop, wearing shop coat on the back of which is the company's name; Buck Buchanan, Foreman Engine Build-Up, wearing Eisenhower jacket and slacks in Air Force Blue with matching shirt and tie; Al White, Leadman Flight Line, in tan coveralls; and Martha Kanke, Interior Ship Cleaning, in charcoal gray gabardine slacks, white blouse and red sweater.

Grrrrr! Gorgeous!

Hit of the Las Vegas World Congress of Flight exhibition was Joan Edmunds who posed as Miss Flying Tiger at the week-long Congress. Here she is shown at the Flying Tiger exhibit. Joan was photographed at more exhibits than she can remember—the Tiger girl became a "must" with many of the exhibitors—and was featured on several TV shows. The airline's sales crew headed by Vice President John L. Higgins also did a pretty fair traffic job, moving more than 50,000 pounds of exhibits to and from the show.

You Can Make It Europe in 1959

24 FTL employees and friends have signed up for the exciting KLM European trip leaving Los Angeles on August 8, 1959. There's room for you, too!

Imagine 23 glorious days during which you will visit

Holland (you'll be thrilled with bustling Amsterdam and its canals);

Belgium (where by all means you must stop in Brussels and see the controversial statue, Manikin Pis);

Germany (where a trip down the Rhine River is a "must");

Austria (you'll gasp at the beautiful Tyrolean Alps);

Italy (with terrain so much like that of California, and unusually friendly people);

Switzerland (the most majestic country of all Europe);

France (which, as the old saw goes, must be seen to be appreciated);

England (the crown jewels will stun you with their brilliance); and

Scotland (where you'll see Loch Lomond, and purple heather).

All this for only $708.35 for FTL employees, their spouses, or, if unmarried, their Moms and Dads. All hotel bills, tips and meals are included. If you have any friends who might be interested, the fare would be $1,059.25, including tax.

Come on along! Enjoy yourself! It's later than you think! This trip is just what you need to broaden your horizon!

Call Leona Ross, Extension 221, to make your reservation for a memory you will cherish all your life.

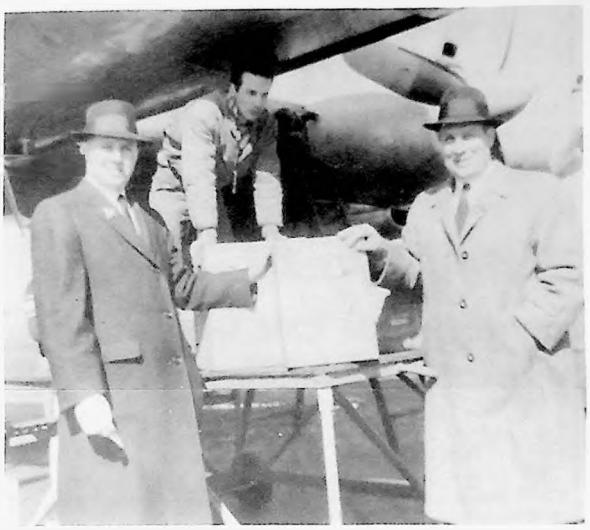
Bouquet to Tigers

Scores of thousands of pounds of flowers moved through the San Francisco station in the week preceding Mother's Day and the fast-moving job done by the station's personnel as well as stations receiving the shipments were rewarded by this letter to District Sales Manager Ken Albertson at San Francisco from one of the largest shippers, Vince Romelfanger of John Nuckton, Inc., Palo Alto, Calif.:

"Just a few words of appreciation for the fine service and cooperation you gave us during our peak shipping for the Mother's Day period.

"To this date we have not had as yet one comment in regards to a delay or damaged shipment. Since our volume was fairly high and crowded into three or four days, we feel that this speaks well for your organization. Thanks once again for your fine cooperation."

The scheduled airline industry the United States in 1958 employed 149,271 people, compared with 85,000 ten years ago.



First Intra-Area Shipment

Joe Ryan, District Sales Manager at Newark, adds this picture to the archives for the record of another "first" on The Flying Tiger Line. Here Jim Hagerty (left) of EWR Sales gets the first intra-area Air Express shipment, Newark to Boston, from William J. Brophy of Newark Air Express.

Human Remains Container 50% Lighter

A new lightweight shipping container for human remains which saves as much as 50 per cent of the weight of the conventional wooden box now used is demonstrated here by Jack Dawson of the San Francisco Sales Staff. Made of plywood and reinforcing wood strips, the case is disposable. The casket can be loaded directly from a hearse to the container floor, where it is strapped secure by 1200-pound test paper tapes. The cover is then fitted over and secured by quick-locking clamps. Dawson says much interest is being displayed in the container and it is being used experimentally now.

Air Freight Growth In West Related

The growth of air freight in the West since 1948 was graphically pointed up in a study of western stations by Bernard Tenney, Regional Sales Manager, in connection with the new San Francisco-New York nonstop all-cargo flight inaugurated May 4.

Station records show these facts:

San Francisco averaged $13,500 revenue monthly in 1948 with a low of $8,000, and is now averaging $168,000 a month, with an all-time high of $189,000 in March.

Los Angeles averaged $44,000 monthly in 1948 and is now averaging $199,000 with an all-time high of $217,00 in March.

'BRAIN-WASHER'

(Question on Page 3)

A—Tremendous, stupendous, gastropodous, horrendous and mucidous.

(Forget jeopardous, drondous or isopodous? Or maybe ligniperdous, steganopodous? Decapodous, huh? Shame on you!)

Use Your Credit Union

San Diego averaged $160 a month (correct) in 1948, now averages $18,000.

Seattle averaged $10,000 monthly when service began in 1952, now averages $26,000.

Portland averaged $8,300 in 1952 and is now running an average of $18,000 a month.

Dog Owner Gives Tigers Friendly Pat on the Back

Editor's Note: *The special care and special attention given by Flying Tiger to the carriage of pedigreed dogs has attracted the attention of kennel owners all over the country. The following letter received from Miss Jean Walker of Massachusetts provides a good example of enthusiastic comment from owners on Flying Tiger service:*

Faraway Farm
State Line R.F.D.
Masachusetts
May 5th, 1959

Flying Tiger Line, Inc.
60 East 42nd St.
New York, N.Y.

Dear Sirs,

Early last December your line flew two of my dogs—a German Shepherd and a Miniature Poodle—from Seattle to Newark, and then sent them on up to Great Barrington, Mass. via R.R. Express. They arrived in fine shape—although the trip from Newark to Great Barrington took about three days. Considerably longer than their flight from Seattle to Newark.

Towards the end of this month I will be ready to send one of them—the German Shepherd—back to Seattle and want her to go via your air freight line. But I want to avoid, if possible, having the Railway Express delay of getting her to you. Have you any suggestions?

I will appreciate hearing from you at your earliest convenience, as I must make my own travel plans so that I will arrive in Seattle on the same day the dog does.

I just want to add that I have done a great deal of shipping of dogs, through the years, by both air and rail but your Flying Tiger Line has been, by far, the most reliable of any of the lines that I have used. All of the dogs that I have sent, or received, by your line have not only arrived in good condition but they have arrived on schedule, when you said they would. I have recommended your service to numerous other dog breeders all over the country, who have been more or less dissatisfied with the shipping of animals via the big, commercial airlines. (Editor's Note: *Dear Miss Walker—there are none bigger than Flying Tiger in air freight.*) Also, the personnel in your various offices have been most co-operative and courteous. Nice people to deal with. So, thank you, again.

Sincerely,
Jean Walker

SFO Chinese C of C Sends Greetings

Evidence of the stronger link being forged between San Francisco and New York was demonstrated by a goodwill message sent via Flying Tiger from the San Francisco Chinese Chamber of Commerce to the New York Chinese Chamber of Commerce on the inauguration of the first non-stop all-cargo flight between the two cities.

In a special message addressed to Mr. Lee Young Nai, President of the New York Chinese Chamber, Mr. Y. S. Lee, President of the San Francisco Chinese Chamber, told of Flying Tiger's growth in the San Francisco area and said that the new service could be of great benefit to Chinese merchants.

Vegetables Shipped

Mr. Nai of the New York organization expressed great interest in the new service when he received the message from Joseph Ryan, FTL DSM at Newark, and expressed great interest upon learning that part of the inaugural shipment from SFO was a load of perishable Chinese vegetables.

Mr. Nai and Mr. Berne Lee, who is Chairman of the Board of the New York Chinese Chamber and also Assistant Manager of the Bank of China, not only were enthusiastic about the new Flying Tiger service, but also volunteered help in bringing the service to the attention of New York Chinese merchants.

Joe Ryan lost no time in arranging a special mailing to these merchants, with the help of Mr. Lee and Mr. Nai.

Teens Send Toys to Tots

The campaign among Flying Tiger employees for toys for Korean orphans being flown to the United States by the airline got under way with the preparation of a toy box in the BUR hangars. The first contribution, a box of 128 toys, came from a group of San Pedro, Calif., teen-agers, shown here placing their gift in the toy box. The girls are members of the Stardebs, a Y.W.C.A. group whose advisor is Mrs. Jack Bliss, wife of one of Flying Tiger's captains. Mrs. Bliss, a former FTL stewardess who will be remembered as Pat Johnston, said the girls are all aiming at stewardess careers, "starting in about 1966." The second picture shows them on the steps of a Super H helping load their package with Capt. Bliss at the top.

What? 3.6 Million Chickens in Those Itty-Bitty Boxes?

The largest single shipment of eggs ever air freighted out of Logan International Airport, East Boston, represented a potential of seven million chicken dinners for the country's dining tables by late summer.

According to John McAdams, DSM of FTL at Boston, this is how the mathematics works out:

In the shipment shown in the photograph here were 60,000 hatching eggs as they were loaded on the Super-H at Logan International Airport.

These eggs will hatch into champion "108" type pullets whose offspring will number approximately 3,600,000 by summer's end.

At the McAdams rate of figuring two servings per broiler, the total in dinners comes to 7,200,000. The shipment, largest of its kind in the airport's history, was supplied by Nichols Inc., world famous poultry-breeding firm of Exeter, New Hampshire, in the form of hatching eggs.

Most of the higher mathematics involved will take place at the Grange Co., Modesto, Calif., West Coast hatchery and grower, where the eggs will be hatched out and the pullets will be raised for the nation's dinner tables.

Tiger Earnings $1.17 Share 9 Months

(Continued from Page 1)

ly reflects the conversion of the carrier's 5½ per cent debentures into common stock during the third quarter. Earnings for the 1959 period would have been equal to $1.30 per share if based on shares outstanding prior to the recent conversion of debentures.

Gross revenues for the nine months increased to $25,631,966 from $24,532,692 in 1958 but operating expenses declined to $22,896,827 from $24,498,160.

"This improvement is due chiefly to two factors," Prescott said in a quarterly report to stockholders. *"One is greater operating economies resulting from our standardization of airplanes to the 1049H Super Constellations and, two, the continuing improvement in volume and load factors on the domestic air freight systems."*

Jack McAdams makes a final pre-loading check of 60,000 hatching eggs at Boston prior to their flight to California. The eggs came from Nichols, Inc., world's leading poultry breeding farm in Exeter, New Hampshire, and were consigned to the Grange Company, prominent West Coast hatchery and grower.

THE FLYING TIGER LINE
LOCKHEED AIR TERMINAL • BURBANK, CALIF.

R M BENNETT
7916 BROADLEAF
VAN NUYS CALIF

1595-2