

Tigerreview

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Tigers Fly Sled Dogs To Alaskan Races

Flying Tiger may play an important role in bringing the Alaskan Dog Sled Racing Championship to New England this year.

The opening chapter of a saga of the battle of two New England veterinarians to win the "World Series" of dog sled racing was written at Logan International Airport on the evening at Saturday, January 30th, when Dr. Roland Lombard, his team of Siberian Huskies, sleds and other gear boarded an FTL airfreighter enroute to Alaska and two grueling cross-country dog-sled-racing championships.

At Bradley Field (serving Springfield, Mass. and Hartford, Conn.) the Lockheed Super-H freighter stopped long enough to board a second member of the New England racing group, Dr. Charles Belford of Deerfield, (Continued on Page 4)



This photo of Dr. Charles Belford, leading Greenfield, Mass., veterinarian and his prize pure-bred Siberian Husky, "Scaotin-Neuton" received Page One attention in the *Hartford Times*, one of New England's foremost dailies, on the occasion of departure via FTL from Bradley airport.

BULLETIN ON MOVE TO SFO

Tentative plans for a transfer of Flying Tiger's principal maintenance base and possibly the airline's general offices from Burbank to San Francisco International Airport are being studied by President Bob Prescott and the airline's executive staff.

Consideration is being given to a lease of facilities which are being vacated at San Francisco by Pan American World Airways in connection with that airline's consolidation of its maintenance activities at New York and Miami.

Plans for a move involve extensive contractual problems between Flying Tiger and Pan American and no final decision has been reached on these matters. If a transfer were decided upon, it is contemplated that Flying Tigers probably would establish major airfreight facilities at Los Angeles International Airport, since the present Burbank base is not adequate to handle the airline's new fleet of Canadair CL-44-D-1 turbo-prop airfreighters, scheduled for 1961 delivery.

As soon as a final decision has been reached, Mr. Prescott will advise employees.

FTL Leads All in January Airfreight

January airfreight traffic of The Flying Tiger Line showed the largest percentage increase of the nation's airfreight carriers.

The airline's percentage of total airfreight traffic rose from 27.8 per cent in December to 29.2 per cent in January, a gain of 1.4 per cent.

By contrast, American Airlines' share of total traffic declined from 37.6 per cent to 35.9 per cent, and TWA's proportion fell from 13.0 to 12.2 per cent.

The fourth carrier, United Airlines, showed a gain from 21.6 to 22.7 per cent, up 1.1 per cent.

FTL Credit Union Declares 5½% Dividend at 1960 Meet

A record attendance of 169 members turned out for the annual dinner meeting of The Flying Tiger Employees Federal Credit Union at North Hollywood on January 27 and heard a declaration of a five and one-half per cent dividend on savings, one of the largest payouts in the 11-year history of the union.

In the preceding year, the dividend was five per cent.

Reports on savings, loans and earnings, some of which were at record levels, were followed by an auditing summary of the union's operations in 1959, which declared:

SIX-MONTH NET IS \$318,617.00

Net income and special items totaling \$318,671 equal after preferred dividends to 21 cents per share on 1,414,490 common shares, were reported by The Flying Tiger Line for the six months ending December 31, 1959.

In the same period a year ago, FTL reported earnings of \$1,256,352, equal after preferred dividends to \$1.19 per share on 1,035,284 common shares. The carrier operates on a fiscal year basis ending June 30, 1960.

Net operating income for the period was \$679,289, which was reduced to \$126,146 after taxes and other fixed expenses. This was increased to \$318,671 by a gain on the disposal of aircraft totaling \$192,525 after taxes.

In a report to stockholders, President Robert W. Prescott said that while airfreight revenues for the six-month period increased about 25 per cent, military contract business from the Department of Defense declined from \$10,751,487 last year to \$4,399,620 this year. Total revenues for the six-month period were \$13,698,240, compared with \$18,925,864 last year.

"This decrease in gross volume of business has caused the decline in our net revenues," he said. "We have reason to believe that the military contract business will increase in the very near future and are therefore optimistic about the last half of our year."

"Your credit union is well and securely operated and independent auditors who have examined it declare it is one of the best country."

Five members were elected to the board of directors. They are Don Conley, Leon Johnston, Dick Yung, Tom Haywood and Irene Klein. Two holdover directors are Katherine Smith and Bob Bennett. Membership on the board, under new credit union

(Continued on Page 6)

MATS Will Up Use Of Aircargo Lines

(Editor's Note: The following story on the decision of President Eisenhower ordering a realignment of MATS to provide more traffic for aircargo carriers is of particular interest to The Flying Tiger Line, whose president, Robert W. Prescott, has been one of the strongest advocates for greater use of commercial air carriers in the transportation of government business. Many of the policies he has advocated are embodied in the Eisenhower order.)

Wall Street Journal

WASHINGTON — President Eisenhower ordered a realignment of the Military Air Transport Service that will switch more Defense Department business to commercial air cargo carriers.

Craven To Head Ground Operations

The appointment of Peter T. Craven as Director of Ground Operations and development of an over-all program to fit the operations of Flying Tiger's new fleet of turbo-prop aircraft was announced on February 1 by Neil Berboth, Vice President of Operations

"In preparation for the arrival of our turbo-prop aircraft and the resulting changes in facilities and ground handling equipment, it has become mandatory that we rearrange our executive and administrative organization to conform to these changes," Berboth said.

Craven, who joined the airline several months ago as assistant

(Continued on Page 3)

MATS, the air transport arm of the Pentagon, this year is authorized to spend up to \$85 million on supplemental commercial service. Under the plan approved by the President, Defense Department spokesmen said, this spending might well double.

In addition, the President supported a recommendation for joint participation by the Defense Department and the aircraft industry in the costs of developing modern jet or turbo-prop cargo craft. Details were not given.

Exactly how the MATS oper-

(Continued on Page 7)



Credit Union officers for 1960, left to right, seated, Katherine Smith, membership officer, and Irene Klein, secretary; standing, left to right, Manager Leona Ross; Tom Haywood, chairman, education committee; Penny Johnson, bookkeeper; Leon Johnston, First Vice-President; and Dick Yung, treasurer. Not available when this picture was made were President Bob Bennett and Second Vice-President Don Conley, who were in Montreal on the CL-44 training program.

NYC Prexy Tells Congress Laws Swindle Public on Transportation

The uneconomic waste caused by existing laws prohibiting integrated transportation systems was pointed up by Alfred E. Perlman, President of the New York Central Railroad Company, in a statement before the Subcommittee on Transportation and Aeronautics of the House Committee on Interstate and Foreign Commerce at hearings in Washington February 3.

Testifying in behalf of legislation which would permit "the development of truly modern transportation systems" in which each type would be able to utilize the other, Perlman charged that present laws are "short-changing" the American shipping public and threatening the existence of common carrier transportation.

As evidence of the goal of modern transportation, he cited the Central's recent acquisition of an interest in The Flying Tiger Line and said the railroad viewed the rapidly growing air-freight field as one complementary to railroad freight service rather than competitive.

Highlights of the statement follow:

The American public today is getting short-changed on its transportation bill. Users of transportation are not getting the kind of transportation service their money could and should buy.

The reason they're not getting

what they're paying for is not because of any lack of imagination, ability or willingness on the part of the companies engaged in transportation. The real swindlers are the outmoded laws and regulations that practically forbid the development of truly modern transportation systems.

No 'Transportation' Service

In our transportation picture in this country, there is an abundance of rail carriers, highway carriers, water carriers and air carriers. But there is not a single carrier which can provide transportation service, as such.

A true transportation company could offer its customers the best service its management could devise, whether by rail, highway, water, air or a combination of all or any of them. The service would be tailored to meet the needs of the customer—in terms of speed, flexibility, handling, and cost.

Most important, the service could be performed with maximum efficiency and economy, without the waste that is inherent in the present state of affairs.

As a matter of fact, the United States is the only country in the world that does not permit integrated transportation. The Canadian Pacific Railway Company owns more trucks than any other enterprise in Canada. Its steamships ply the waters of the Pacific and the Atlantic. Its airlines operate from Australia to the Neth-

erlands. Its highway subsidiary carries newsprint paper to *The New York Times*.

The President of the Canadian Pacific has stated that only through integrated services has that company been able to continue its operations under the private enterprise system.

We do not have transportation companies in the United States today for one reason, and one reason only. Restrictions in present laws make it impossible. The public is paying the price of these restrictions in higher cost for poorer service.

Why has the Congress put a premium on inefficiency and restricted service?

If the different forms of transportation had agreed among themselves to divide markets and mutually restrict service based only on the form of service each has performed in the past, they would be quickly called to account by the Department of Justice or other enforcement agencies of the Federal Government, and rightly so.

Yet the present laws and regulations bring about precisely the same result. By legislative sleight-of-hand, we have converted illegal restraint of competition into just and reasonable regulation, supposedly designed and administered to preserve competition.

'Monopoly' Decried

Obviously, unenlightened, restrictive regulation of this sort does nothing but insure the absence of competition in any real sense. It preserves a group monopoly—at high cost to true competition.

In my judgment, the public will never get the benefits of the modern transportation service to which it is entitled, and which the industry is today capable of providing, until this group monopoly is broken down.

From the standpoint of my own company, we are practically foreclosed from providing service by air, even if we could prove a need for the service.

As a railroad, we are subject to special restrictions, which do not apply to other applicants, if we try to offer service by water carrier, or try to acquire a water carrier.

In fact, a railroad must meet special tests even as to water carrier service that, offered by a non-railroad company, would be completely exempt from regulation. Similarly, if we would enter the motor carrier field, we must meet special tests imposed on no other companies.

Isn't it a striking commentary on how mixed-up we have become, that one of the nation's largest taxpayers is, to all intents



McClure Heads Tige-Air-Van Program— Joseph McClure, (center), formerly manager of the San Francisco office of Smyth International Van Lines, with headquarters in Seattle, has been named Manager of Flying Tiger's Tige-Air-Van program for the development of household goods traffic by air, Peter T. Albert (right), General Sales Manager, announced. Discussing details of the program with McClure and Albert is George Zettler, Assistant to the General Sales Manager, who developed the initial details of the program. McClure will work with district sales offices on sales techniques and prospects for household goods movement.

and purposes, denied the use of public highways and waterways which its taxes support, while other private individuals or corporations have that privilege? . . .

The net result of all these restrictions is that railroad companies like the New York Central have been severely handicapped in our efforts to make use of new techniques to develop new and better services.

This not only has hurt our company—it has hurt our customers, and it has hurt the transportation industry.

U.S. Hurt Two Ways

It has hurt the nation in two ways—our country has been held back several decades in the development of true transportation companies who can offer their customers, including the commerce, defense and postal service of the United States itself, whatever type of service best suits their needs.

Our country has the doubtful distinction of being unique in this regard. No other nation imposes similar restrictions on its carriers.

The second way in which these restrictions have hurt the nation is by greatly increasing the total transportation bill—what economists call the transportation burden. This is because the policy of group monopolies inevitably promotes uneconomic practices. Unnecessary duplications and, more important, traffic moved without regard for the efficiency and eco-

nomy of the move, add billions to the cost. Those billions must eventually be paid by the consuming public and the taxpayer.

Waste of this sort is never palatable. Today, the United States is faced with the greatest economic challenge it has ever known. And such waste is suicidal. . . .

Now a new field of air service is beginning to boom—air freight. The Central regards air freight service today and for the foreseeable future as complementary to rail service, rather than competitive with it.

You are aware, I am sure, of the fact that Central has indicated its faith in the development of the air freight industry, and, particularly, its faith in the eventual closer integration of all transportation media, by entering into a loan agreement with the Flying Tiger Line, Inc.

I believe the future course of this relationship will be a healthy one and productive for both companies. In the midst of all the cries of "Wolf!" from the opponents of diversification in the transportation industry, it's refreshing to read the testimony of Robert W. Prescott, President of Flying Tiger, before the CAB.

Prescott Statement

In referring to the loan agreement with Central, he said:

"We are looking forward to cooperation with New York Central to generate the great poten-

(Continued on Page 3)

THANKS!

TOWLE MANUFACTURING COMPANY SILVERSMITHS
NEWBURYPORT, MASSACHUSETTS

January 22, 1960

JAN 26 1960

Mr. John L. Higgins
Vice President for Sales
The Flying Tiger Line, Incorporated
Lockheed Air Terminal
Burbank, California

Dear Mr. Higgins:

After a heavy Feb. schedule and a hectic Christmas surge of business, about this time of the year we begin to gather our thoughts on what has transpired the past year.

We are the manufacturers of sterling silver flatware and hollow ware of the finest quality, with traditions that reach back to the 17th Century. With merchandise of this caliber, plus the fact that many of our fine jewelry and department-store accounts are located on the West Coast, we have found that safety and time are two important factors to be considered at Christmas-time. For these reasons, we have been more than happy to take advantage of the excellent service afforded by the Flying Tiger Line.

Mr. John E. McAdams, your District Sales Manager at Logan Airport Terminal, has been very helpful to me and to the Towle Company for the past three years in assisting us to expedite shipments. In addition, he has been most cooperative in answering any questions confronting us.

This letter of appreciation is unsolicited, but we would like it to serve as evidence of the way we at the Towle Company feel about the cooperation extended to us by the Flying Tiger Line. We are indeed grateful for all past favors, and you may be sure that we will continue to take advantage of your service.

Sincerely yours,

Robert J. Stevens

Robert J. Stevens
Traffic Manager

RS

Prescott Testifies on MATS Before Congress Committee

U.S. Asked To Favor Airfreight Lines Who Grow Sans Subsidy

Development of a modern air cargo fleet through the allocation of government air traffic to carriers who use the resources of private enterprise to build up their fleets rather than the crutch of government subsidy or loans was urged upon Congress by Robert W. Prescott, President of The Flying Tiger Line.

Speaking as head of the nation's only all-cargo airline, Prescott offered his program to implement the policies recently announced by President Eisenhower for greater use of civilian air carriers in the transportation of government property and personnel now carried by the Military Air Transport Service.

His statement came in an appearance in Washington before the Aviation Subcommittee of the Senate Committee on Interstate and Foreign Commerce, which was conducting hearings on the Monroney bill to provide government guaranteed loans to certain air carriers for the purchase of cargo aircraft.

Noting President Eisenhower's program to divert a much larger proportion of MATS traffic, estimated at \$200,000,000 a year, to civilian air carriers with which MATS now competes, Prescott said this traffic could be allocated to carriers on the basis of what they are doing to build up their individual cargo fleets.

This would encourage private enterprise—both carriers and plane makers—to develop such

fleets, as contrasted with the Monroney program to provide such aircraft through government loans.

He said he opposed the Monroney-type of legislation because it "tends to provide government support to those companies which are least efficient and least able to meet the competitive needs of the airfreight business."

"Our company has survived a period of tough competition which has seen over 300 airlines commence freight operations and fail," he declared.

"We have survived, expanded and become strong and healthy without government support or subsidy. What we can do, others can do. The evil of this proposed legislation, coming at the present time, is that it tends to benefit the companies which have not demonstrated the financial and operational ability to succeed while at the same time hurting the very companies which have shown such ability."

Looking at the objective of the Monroney bill, which is to develop a proper cargo airplane, he pointed to the fact that the Tigers already have on order through their own resources a \$51,000,000 fleet of turbo-prop, swing-tail airfreighters, which will be delivered next year.

This proves, he said, that private resources are available to assume the risk for development of a modern cargo aircraft.

"The additional impetus of

government guaranteed loans will not to any measurable degree encourage the acquisition of a cargo airplane by qualified carriers," he commented. The government could better devote its energy toward the development of power plants and other components of a future airplane which would be still more efficient than anything available today, Prescott declared.

Finally, he urged the committee to consider this solution for the shortage of cargo capability in this country:

1. Reduce the size of MATS along the lines of the Department of Defense report approved by President Eisenhower, channeling a much greater share of government traffic to civilian air carriers. Such traffic to be handed over to the civilian air carriers has been estimated at \$200 million dollars or more annually.

2. Give this traffic to those carriers who will place firm orders for modern, uncompromised cargo aircraft; require commitments of the aircraft to the Civil Reserve Air Fleet program to meet national emergencies, and insist on firm, enforceable contracts from flight crews to insure their services in an emergency.

3. Contract out the traffic to these carriers on a basis proportionate to the size of each company's order for modern cargo aircraft, up to the capability of each company to absorb the traffic with its existing fleet.



New Ground Operations Administrative Group meets to plan programs for CL-44D-4 turbo-prop equipment. New head of the division is Peter T. Craven (seated right) who becomes Director of Ground Operations. Left to right with him are Dean Sheets (seated), Superintendent of Station Operations; Ed Locker, Assistant to Sheets; and Art Ives, Acting Superintendent of Training and Procedures.

Craven Heads Ground Operations

(Continued from Page 1)

to Berboth, formerly was senior vice president and treasurer of Riddle Airlines.

Following his appointment, various other administrative assignments were announced. These included the designation of Dean Sheets as Superintendent of Station Operations; Ed Locker as Assistant to Sheets; and Art Ives as Acting Superintendent of Training and Procedures.

Another administrative assignment to be announced will be that of Superintendent of Facilities, Equipment and Drayage.

One of the key points of the new program will be the development of a program for the training of Ground Operations personnel in the methods and procedures necessary during the period of conversion from the airline's present Constellation equipment to the new Canadair CL-44D-1 aircraft.

(Continued from Page 2)
tial of rail-air traffic, to joint research for a universal container, usable in air and on the surface, and to serving the shipping public with the most expedited and yet most efficient method for the movement of goods."

On the part of the Central, we hope that, working with the Flying Tiger people, we can develop surface-air service that will open up the benefits of air cargo service to many more shippers than would otherwise be possible.

The degree of our success will, of course, depend directly on the retention or elimination of the existing restrictions against our participation in the air cargo field.

Some people, including many in the regulatory agencies, argue that full-scale coordination of transportation services can be accomplished under present condi-

tions without any change in laws prohibiting common ownership, management or operation. That sort of thinking is unrealistic.

Competing carriers can work with each other up to a point. But sooner or later, one or the other is going to find himself working against his own best interests in promoting the coordinated service.

In other words, that carrier will discover he would profit more by going it alone, even though the total coordinated service might be more efficient or provide a better service to the customer. At that point, the basic responsibilities of management to its employees and to its stockholders dooms the coordinated service. In the long run, the only road to a truly effective coordination of the various means of transportation is the road of common management.



FTL's Fowler and Other Military Carrier Reps Meet

Carrier representatives of the Central Traffic Region of the Military Traffic Management Agency, which supervises the movement of military material over commercial carriers, met at St. Louis recently to discuss MTMA objectives and mutual problems. After a general meeting of all carriers, special sessions for each type of carrier were conducted by staff officers to examine problems relating to that industry. More than 350 military and civilian officials attended the meetings. Shown here is one group composed of (left to right) W. L. Richardson,

executive vice president of the Quana Acme & Pacific Railroad, St. Louis; Frank J. Ryan, sales vice president of Holms Express and Zeno Freightways, Pittsburgh; Paul A. Keeshin, president of Keeshin Transport System, Toledo; Col. J. R. Messersmith, TC Regional Director, Central Traffic Region, MTMA; William K. Fowler, Military sales manager, The Flying Tiger Line, Burbank, Calif.; and Victor J. Hess, vice president and assistant general sales manager, Pan-Atlantic Steamship Corp., Newark.

Tigers Fly Sled Dogs

(Continued from Page 1)

Mass., his sleds and teams of pure bred Siberian Huskies.

The departure from Logan International Airport marked the beginning of the third trip to Alaska and the international competition for Dr. Lombard and his teams. According to John McAdams, DSM at Boston, the departure of the teams rated Page One notice in Boston dailies and attracted considerable attention throughout New England.

At Bradley Field, Larry McFarland, FTL DSM, reported similar interest and sent along a copy of the *Hartford Times* which gave the departure of Dr. Charles Belford and his dogs a worthwhile play.

By Bill Huebner
Times Staff Writer

Windsor Locks—New England stands a good chance of winning the Alaskan Dog Sled Racing Championship this year as two New England veterinarians, both Massachusetts men, left Bradley Field Saturday for Alaska.

The double-threat combination to Alaska's hope of winning the dog sled racing trophy is Dr. Charles Belford of Deerfield and Dr. Roland Lombard of Wayland, Mass.

Dr. Lombard is a one-time winner of the Alaskan race in which he used some of Dr. Belford's Siberian Huskies.

The two left with 29 sled dogs aboard a Flying Tiger cargo ship shortly after sundown.

Dr. Belford is using all pure-

bred Siberian Huskies. Dr. Lombard is using a variety of breeds including Siberian Huskies.

The dog sled racing championship in Alaska is equal to the World Series in the other 49 states.

Compete Against Eskimos

The two will compete against some of the best Eskimo or Alaskan Indian sled dog teams. Both will try to prove the ability of their teams, the pure-bred as against the mixture.

On the way to Alaska, the two will visit with the "Hero of the Klondike," Leonard Seppala, now 85, who in 1925 delivered diphtheria serum to remote Indian villages by dog team.

Although both will be competing against one another, the two New England vets say they will do their best to bring the championship to New England.

Dog sled racing is a popular sport in northern New England states. A New England Dog Sled Racing Assn. was organized several years ago to promote the sport.

This will be Dr. Lombard's third trip to Alaska and Dr. Belford's second. Dr. Lombard has won 53 assorted races in New England and Canada.

Dr. Belford said a good sled dog reaches his prime at about two years of age and holds his prime for about four or five years. A Siberian Husky, a true-bred sled dog, costs about \$165 as a puppy and a trained dog costs between \$300 and \$400. Each dog weighs about 40 to 50 pounds.



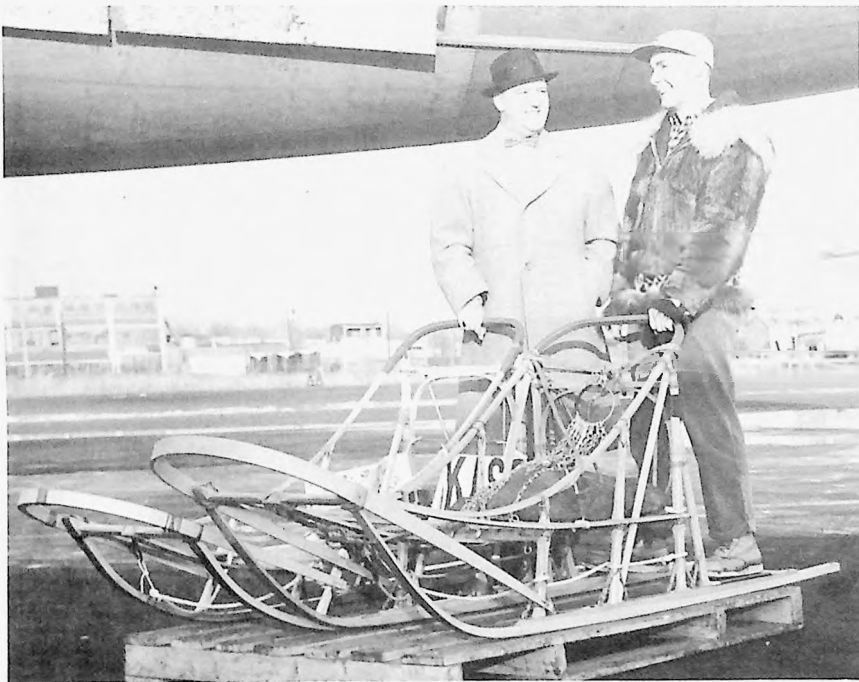
Principals in the opening of a cross-continent quest for the sled-dog racing championship of the world are shown here beside a Flying Tiger airfreighter at Logan International Airport in Boston. Left to right are, John McAdams, FTL DSM at Boston; Ronald Lombard, son of Dr. Roland Lombard; Dr. Lombard, a leading American

contender for the dog-sled racing championship; and his wife, Louise Lombard. Ronald and Mrs. Lombard were on hand with press representatives to see Dr. Lombard and his team of Huskies off. Dogs shown in the foreground are: Scamp; the all-white Taku; and Dr. Lombard's noted lead dog, Chuck.

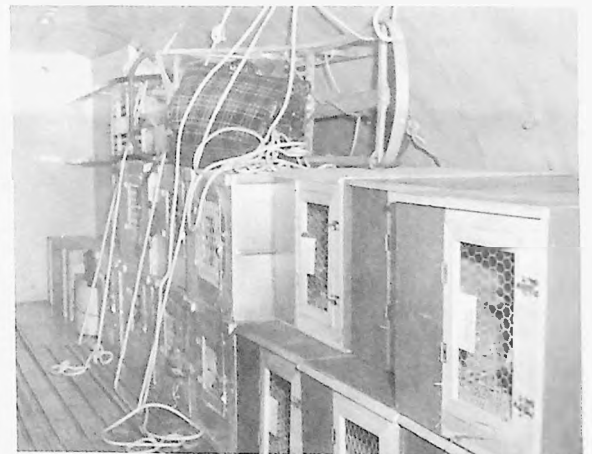
Bon voyage, and good luck, Drs. Belford and Lombard. Win, lose or draw, we're glad to have you aboard. We'll report on the results of the big race in a later edition.
—Editor



Dr. Lombard (left) and Dr. Belford pose with two of their dogs during transfer of planes at Flying Tiger's Seattle base, enroute to Alaska.



John McAdams, left, and Dr. Roland Lombard, are shown just before Dr. Lombard's takeoff from Logan International Airport. Dr. Lombard is a previous winner of the Alaskan classic.



This interior shot of the Lockheed Super H freighter shows how the Siberian Huskies of Drs. Lombard and Belford were accommodated on the cross-continent flight to Seattle.

Agent Praised For ROC 1959 162.5% Gain

Root's Express in Rochester wins the unreserved praise of Flying Tiger's DSM Walt Bowman for the way it is developing business as FTL's agent. And no wonder—the airfreight volume at ROC last year was up a healthy 162.5 per cent over 1958.

Walt credits Root's Ed LeStrange for a lot of the increased business.

"Ed is our 'Honorary District Sales Manager' in ROC," Walt says. "His job is Terminal Manager at Root's but the way he gets out and sells FTL service, you'd think he was a veteran Tiger salesman."

Flying Tiger has its own phone in Root's office—BAKER 5-1473. Pickup is made in Rochester and trucked to the field in BGM for same night's flight to the west coast—the only overnight airfreight service to the coast out of Rochester.

Among the important shippers



Shown in FTL's ROC are Walt Bowman (on phone); Jean Schmidt, Root's Express Office Manager; and Ed LeStrange, Terminal Manager.

using Tiger service at ROC are Bausch & Lomb, Eastman Kodak, Photostat Corp., Rochester Pro-

ducts Division GMC, Taylor Instrument Co., Hickok Mfg. Co. and Todd Co., Inc.



This photo of Root's Express truck with FTL sign on side pictures (left to right) Norm Faro, Assistant Traffic Manager, Bausch & Lomb; Tiger's DSM Walt Bowman; and Fred Kubitz, Bausch and Lomb Traffic Manager. Shot was snapped at B&L's truck dock.

Compact Car Boom Ups Detroit Sales

A boom market in the automotive industry's new compact cars is helping Flying Tiger set new revenue records at Detroit.

Paul Finazzo, FTL Regional Sales Manager, and C. M. (Buck) Wolworth, Detroit DSM, reported an increase of 107.5% in freight revenues this January over January of 1959 at Detroit. They attributed the all-time record January to the automotive industry's rush to get its smaller compact models produced and into the highly competitive market on the West Coast.

"Greatly increased demands for the new smaller models plus the steel strike which held back full production in November and December resulted in a great January upsurge of air shipments from Detroit to West Coast assembly centers," stated Paul Finazzo, Flying Tiger Midwest Regional Sales Manager.

An increase of 25.1% in January shipments of one of the Big Three producers over January shipments of 1959 was cited by Finazzo as he predicted an even greater boom in air freight for Detroit in February and March.



Shipment Is Airfreight Tribute—Packed in these boxes delivered to Burbank from Binghamton by The Flying Tiger Line are the elements of one of the world's most complex measuring machines, capable of measuring a ten-millionth of an inch! One of the most interesting airfreight movements to come along in a long while, the shipment came as a tribute to the modern methods of airfreight transportation. Vice President John A. Harrington of MetroLronics, Inc., of Burbank, said air transportation was the only method by which the machine could have been shipped. No other type of carrier could have insured the smoothness and temperature control necessary to assure success of the movement. Shown in the picture, left to right, are Bernard Tenney, FTL's Western Regional Sales Manager; Dr. Harrington; and Frank Simpson, cargo leadman on

the fork lift. Shipped to MetroLronics by Link Aviation of Binghamton, the machine is the first to be established on the West Coast. Known as an "Automated Interferometer," it costs \$17,000, and is used in the measurement of missile equipment. It achieves the same degree of measuring accuracy as is accomplished in the U.S. Bureau of Standards in Washington. There are only four such machines in the United States. It takes six months to manufacture the machine and it cannot be shipped successfully unless a temperature control within the range of 45 to 90 degrees Fahrenheit can be assured. Any greater change would affect the delicate optical instruments used in the measuring process. So great is the demand for the machines that an 18-month work backlog is common at measuring centers now using the equipment.



Cargo Space 'Goes to Dogs'—Cargo leadman Frank Simpson looks over one of the largest shipment of dogs ever handled by the airline—47 bluebloods for the Westminster Show at Madison Square Garden in New York. Five handlers accompanied the dogs on their transcontinental flight from Burbank to Newark. Valued in the thousands of dollars, the dogs ranged from Great Danes to tiny Manchester Terriers.

CREDIT UNION ANNUAL MEETING ELECTS OFFICERS

(Continued from Page 1)

Laws enacted last year, was raised to seven members from five.

New Officers Picked

Following the election, the directors at a later meeting elected the following officers:

Bob Bennett, president; Leon Johnston, first vice-president and chairman of the property committee; Don Conley, second vice-president and alternate property committee chairman; Dick Yung, treasurer; Irene Klein, secretary; Katherine Smith, membership officer; and Tom Haywood, chairman of the education committee.

Elected to the Credit Committee were Sam Kee, Jim Thomas and Laurie Marks. Holdover members are Louise Waugh, A. Destephano, D. Savage and C. Hambright.

Guy Richards remains as chairman of the Supervisory Committee, with Howard Reed and Hank Parente, who succeeds Art Underdown.

Leona Ross continues as assistant treasurer and manager of the union, with Penny Johnson as bookkeeper and Rudy Valenta as auditor.

The five and one-half per cent dividend represents a payout of \$28,214 and was based on net earnings of \$28,905 after setting aside \$7,226 as an addition to the reserve for bad loans. Net earnings in the preceding year were \$26,329.

The union showed total assets of \$732,196, the largest in its history. Total loans made in 1959 were \$933,838 while members' savings amounted to \$659,793, or an average of \$534, the highest in union history. The savings record compares with an average of \$409 in California credit unions and \$294 in all United States credit unions. In 1958, savings in the FTL union averaged \$479.

Membership in the union totaled 1,234, including family and inactive accounts. Employee members totaled 906 out of a potential of 1,026, or 89 per cent of the membership available.

Loans at High Level

Loans made in 1959 averaged \$743 per loan and total loans of \$933,838 were the second highest in the records of the union, being exceeded only by 1953. By contrast, in 1958 the union loaned \$769,728. Since organization of the union in 1949, a total of \$6,621,015 has been loaned to members. Bad loans have totaled less than one-fifth of one per cent.

During the year, several major changes were made in federal credit union laws by Congress. The loan maturity limit was increased from three years to five and non-security or signature loans were increased from a max-



Record attendance at annual FTL Credit Union meeting.

imum of \$400 to \$750. Additionally, the board of directors was given the power to determine the amount of dividend. Previously, this had been voted by the members.

The annual meeting was presided over by Don Fry, retiring president, who received an engraved gavel from Vice President Lou Bloch, who also retired from the board. All board members were in attendance at the meeting with the exception of the new president, Bob Bennett, who was in Montreal at the Canadair plant undergoing training on Flying Tiger's new fleet of CL-44D-4 turbo-prop aircraft. Bob sent a telegram announcing that he was holding his own meeting at Montreal with 15 other members there with him on the training program.

Reports Given

Reports were received from Treasurer Dick Yung, pointing up the growth of the union; Louise Waugh, co-chairman of the Credit Committee, who explained the broad range of uses to which loans were put by members—from new teeth to swimming pools—and she pointed out how the new rules had increased the usefulness of the union to members; Howard Reed, who reported for Chairman Guy Richards on the function of the Supervisory Committee in auditing the books and verifying members' accounts and balances; and Jack Armstrong, who reported on the Educational Committee for Chairman Bob Bennett, telling of the use to which literature, posters and bulletins were put to keep members informed of the activities of the union.

(Continued on Page 7)



Retiring President Don Fry leads members in annual singfest.



Initial report on record activities of 1959 for Credit Union is submitted by President Fry. Left to right at the head table are Leona Ross, assistant treasurer and manager of the Union; Louise Waugh, co-chairman of the Credit Committee; Katherine Smith, board member

and secretary; Vice-President Lou Bloch; Treasurer Dick Yung; President Fry; Vince Aylward, guest speaker and special representative of CUNA Mutual Insurance; Howard Reed of the Supervisory Committee; and Jack Armstrong, Education Committee.

MATS To Use Aircargo Lines More

(Continued from Page 1)

ation will be changed is still to be worked out. Air Force Secretary Dudley C. Sharp named a seven-man committee to carry out the broad guidelines suggested by the Defense Department and ordered by the President.

The military transport force has been wrangling with the civil airline industry for years. The industry calls MATS unfair federal competition and the "world's biggest airline." Airlines do not object to MATS being used for purely military purposes such as hauling missiles. But, the airlines say they should get the business of routine hauling of military cargo and passengers.

The President's action, taken on the basis of a Defense Department study he ordered some 18 months ago, appears to pay heed to the airline arguments. The report, at one point describes MATS as "an airline-type operation"—considered a serious indictment of a military transport force.

Suggestions for MATS

The president, in approving the Pentagon report, set out this broad policy guideline: MATS should be modernized to meet requirement of general or limited war, but its hauling should be confined to those jobs that cannot be handled by civil carriers. The switch to a "hard core" military role for MATS should be "orderly."

In moving MATS business to commercial carriers, the president said these things, among others, should be considered.

Should preference go to carriers in the civil reserve air fleet, or a pool of planes available for emergency use by the government; should companies willing to improve their fleets be favored; should MATS business be restricted to air carriers certified for specific routes and times of service by the Civil Aeronautics Board; At present, a company without aircraft can bid for MATS traffic.

These suggestions involving

Credit Union

(Continued from Page 6)

The work of the board and various committees was reflected in the fact that whereas the average annual attendance at credit union meetings is five per cent, that at the 1960 FTL meeting there was 15 per cent of the membership.

Guest speaker was Vince Aylward, special representative of CUNA Mutual Insurance, who outlined insurance plans now available to credit union members through CUNA, the organization which insures credit union accounts. These programs include both life and catastrophe type insurance.

preferential treatment may require legislation, Defense Department spokesman said, but they explained that legal opinion disagrees.

On Capitol Hill a Defense Department official objected to Congress specifically ordering an immediate transfer of more government air cargo traffic to civilian carriers. This provision is contained in a bill sponsored by Sen. Monroney (D., Okla.) which would set up a program of government-guaranteed loans for the purchase of new jet and turbojet cargo planes by airlines. The Pentagon official, Assistant Defense Secretary Perkins McGuire, told a Senate Commerce Subcommittee conducting hearings on the bill that the provision is unnecessary and would be "unwise and expensive."

"The Department of Defense is progressively making greater use of commercial airlift service for the movement of military traffic," Mr. McGuire testified. "There are evidences that these increases will continue in the future; but decisions in this regard should not be the result of fixed statutory direction, but rather the result of management decision."

Mr. McGuire endorsed the principle of a guaranteed loan program as a means of building up modern commercial air cargo fleet. The concept of the bill also was endorsed by Federal Aviation Administrator E. R. Qusada.

The Pentagon report took issue with the MATS supply role in the 1958 Formosa crisis, frequently cited by the transport service to defend its operation. The study said MATS, called on to haul cargoes to a "relatively small" force of the Tactical Air Command, found it necessary to summon the Strategic, Tactical and Air Material Commands to help maintain the aerial pipeline to U.S. overseas forces. Even so, the report said, a 15-day backlog of priority traffic piled up at embarkation.

MATS has the hauling capacity to meet its assigned military mission, the report declared, but the quality of its airlift service is poor. The report gave an "adequate" rating to only one MATS aircraft type, the turbo-prop C-133.

Also, the service's commercial cargo capability was rated "extremely limited." Available airplanes are largely modified passenger craft, the report noted. Furthermore, it said that while commercial carriers at present might undertake some modernization of their cargo fleets, "there is a belief widely held within the government that a diversion of sizable quantities of government traffic would greatly accelerate this modernization and expansion."



A part of the new home for Operations at EWR is shown here. In the photo are Oakley Smith, Chief Pilot, left; and Al Perry, Traffic Agent, standing. Ernie Visconti, Dispatch Agent, is seated with telephone; and foreground, Bob Gordon, Station Agent. The new EWR facilities more than double the old ones.



John Brannigan, Eastern Regional Sales Manager, is shown here as he completes a weekly report on region activities with secretary Jo Ann Giordano.

EWR Facility

(Continued from Page 8)

at the completion of the most impressive revenue year in the history of EWR. A gain at Newark of 20.4 per cent in sales was registered for the year 1959 over 1958, while December, first full month of operations in the new quarters, chalked up a new December revenue high with an increase of 21.7 per cent over the previous high December of 1958.

John Brannigan, Eastern Regional Sales Manager, points out that the completion of the new center also marks the attainment in 1959 of a record-breaking period for the entire eastern region which showed a 22 per cent increase in common carriage revenue over that of 1958. EWR is also headquarters for the eastern region.

Here are a few glimpses of the new facilities at Newark and the people who make them work.



Transfer of freight from warehouse to truck is accomplished speedily at the well designed new EWR terminal. Shown here are, left to right, Maurice Morey,

Bob Walker, cargo handler, inside truck; and John Cook, cargo handler. Two men in the background are employees of a trucker.

READYING TIGER FOR JET-AGE TRAFFIC:



The photographer interrupted a conference in the EWR station manager's office to get this picture of Pete Healy, Station Manager, and Hal Ramsden, Eastern Regional Station Superintendent, just in from Burbank. Healy's office is located in the heart of the new terminal, next to the general sales office. For this photo, the drapes were drawn to provide a more attractive picture. Normally, however, the bank of windows on Healy's left provide a long view of warehouse facilities and Operations and Customer Service activities.



Joe Ryan, District Sales Manager at EWR, is shown here in his new office which has become a real stopping place for some of the leading EWR shippers.

Take a Look At Tiger's New EWR Facility

For the new look in air freight, take a look at the spacious, modern Flying Tiger Newark Airport facility.

A far cry from the early make-shift quarters allotted to Sales and Operations activities are the modern business-like offices recently completed at EWR.

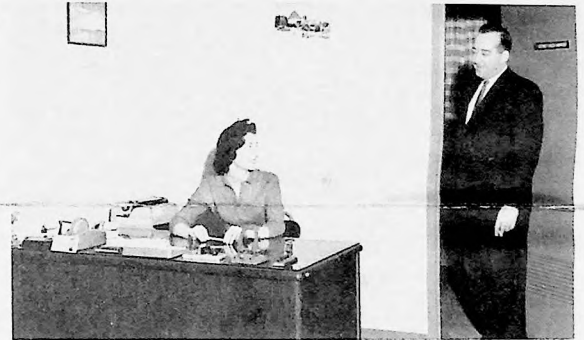
Designed to provide maximum efficiency in both sales and operation, the offices have just recently been completed after a hectic period of activity in a spartan-like atmosphere marked by rough, unfinished office interiors.

Significantly, final touches to the new facility came in January (Continued on Page 7)



This photo of truck loading operations at the new EWR terminal gives some idea of the spacious, well-lighted area which, according to Pete Healy, EWR Sta-

tion Manager, contributes greatly to efficient handling of freight. (Efficiency in freight handling will be vital when the CL-44s arrive in '61).



Rona Citron, secretary to the sales staff, and Joe Ryan, District Sales Manager, await arrival of EWR salesmen for the weekly sales meeting.



Camille Del Regno performs a multitude of duties for the station manager and Operations at EWR.



In charge of one of the busiest switchboards in the FTL system is Jeannette Anderson, shown here.



Part of the EWR sales staff takes time out here just before a regular EWR weekly sales meeting to pose for this picture in a section of the new sales office. Shown

here, left to right, are Jimmy Hoggerty, Bob Nicholas, Bill Carthy, Oliver Letts and Norm Schiffman. Thanks to them, EWR sales were up sharply in 1959.

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