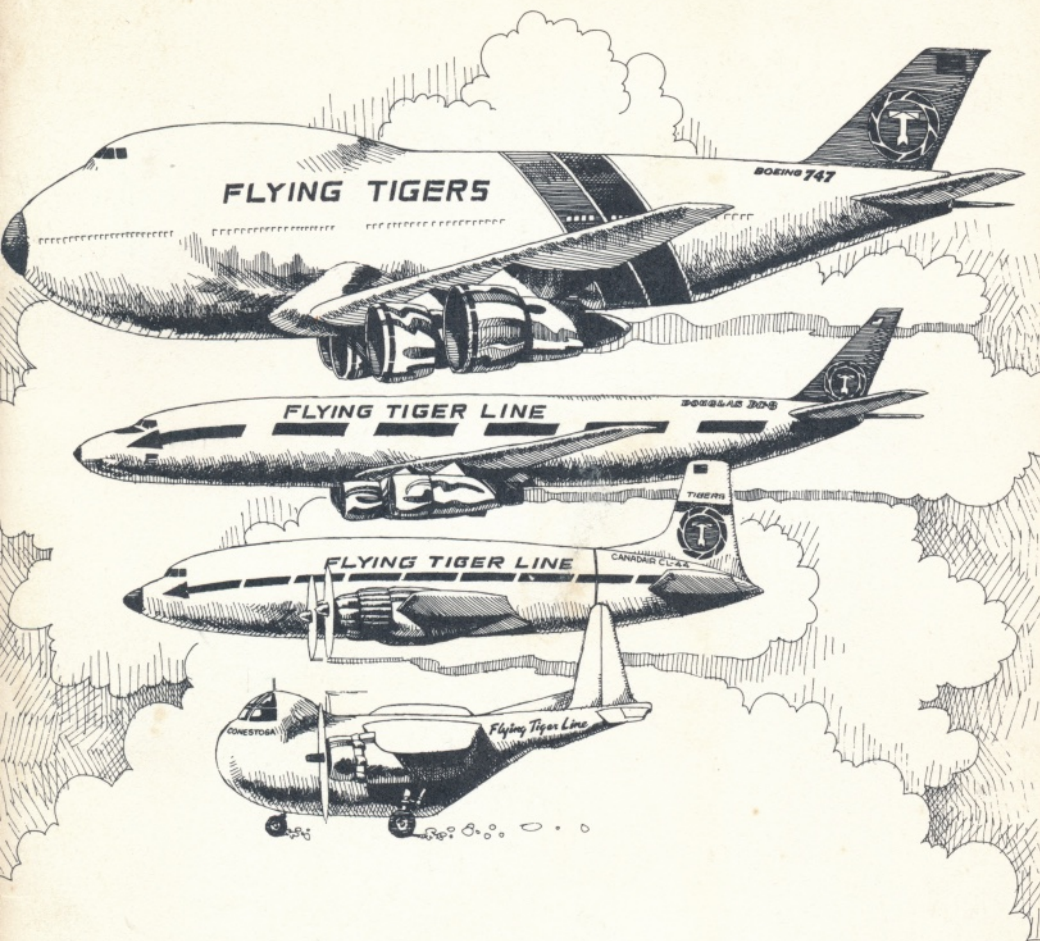




*The Plane Truth
About*
FLYING TIGERS®



The airline story since the close of World War II, when the Flying Tiger Line was started, is a dramatic saga of high velocity change effected by layer upon layer of advancing technology and improvements in the manufacturing of aircraft.

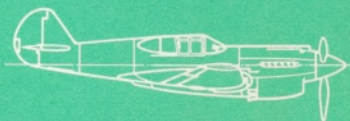
As newer, more efficient aircraft are developed, greater heights are reached in the continuing growth of the airline industry. Such is the story of the Flying Tigers, as you can see in this booklet illustrating the aircraft that have served in Flying Tigers fleets through the company's development.

From planes that carried a few thousand pounds to planes that carry hundreds of thousands of pounds of cargo, each new addition to the fleet has contributed to the company's growth. As long as we grow, we will continue to make way for newer and more efficient machines. But not without a fondness and tribute for all the aircraft that have been part of our success.

President
FLYING TIGER LINE

In the beginning . . .

Perhaps the best known aircraft of World War II was the single engine Curtiss P-40 with distinctive tiger shark markings. It will live in history as the aircraft of the American Volunteer Group, better known as the "Flying Tigers" of General Claire Lee Chennault. In the P-40, 95 pilots of the AVG shot down more than 500 enemy aircraft with a combat loss of only 45 of their own. This is stark testimony to the quality of both pilot and aircraft. But the P-40 was more than a pursuit and bombing aircraft, it also flew escort for the first large scale airlift in the China-Burma-India Theater of Operations. It was during those early days of the war that the concept of large scale air cargo was formulated, tested and proven. And from this group of "Flying Tigers" came founder and president Robert W. Prescott and the men who started the Flying Tiger Line of today.



CURTISS P-40 1941-1942



Early pioneering . . .

The Budd Conestoga, Flying Tigers' first aircraft, was an all-stainless steel, rear-loading, twin-engine aircraft — built by a company that had made its reputation manufacturing railway cars. Many questioned its looks and even more questioned whether it would ever fly. But it did, starting with the founding of the company in June, 1945, when Robert W. Prescott acquired the entire fleet of 14 originally built for the U.S. Navy. The Conestoga airlifted 7,000 pounds of cargo at about 150 miles per hour over a 500 mile range. The airline's headquarters in those days was a two-car garage at the Long Beach Municipal Airport. Ralph Meyers, a pioneering Bakersfield produce shipper, was Flying Tigers' first customer. His two plane-loads of fresh grapes destined for Georgia got the budding airline off the ground—literally.

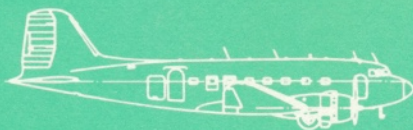


BUDD CONESTOGA 1945-1947



The competitive edge . . .

During 1946 and 1947, Flying Tigers relied heavily on the Douglas C-47, the cargo version of the famed DC-3. A replacement for the Budd Conestoga, the C-47 could fly 7,500 pounds of cargo over a range of 600 miles at 150 miles per hour. It was during these trying years that competitors seeking Utopian rewards entered the air transportation field—first by the score, then by the hundreds. By 1947, with some 300 competitors to contend with, Flying Tigers had flown Roy Rogers' wonder horse Trigger, homeward-bound sailors, Elsie the Borden Cow, silverware, junketing Texans, flowers, furniture, and anything else that would get through the airport gate.



DOUGLAS C-47 1946-1951



Coming of age . . .

The C-54, first of the four-engine airfreighters, airlifted 20,000 pounds of cargo, flew 210 miles per hour, and had a range of 2,000 miles. In 1946, Flying Tigers bid for and won a contract to supply the American Occupation forces in Japan. Thus began the largest, longest airlift ever flown by a private contractor. Through 1947, forty-two C-54s flew an eight-flight-per-day schedule between the United States, Hawaii and Tokyo, Japan. Flying Tigers flew the supply contract for almost a year, proving for all time that the airline was capable of providing a major airfreight operation over a sustained period of time. Upon completion of this airlift, the C-54 continued on as the backbone of Flying Tigers' domestic and international commercial operations.

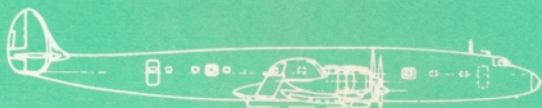


DOUGLAS C-54 1947-1957



The big reach . . .

1957 was the year of the Lockheed Super H Constellation when Flying Tigers helped revolutionize the marketing map of the United States with the first nonstop, transcontinental airfreight schedules. Airlifting 42,000 pounds of freight at 300 miles per hour, the Super H Constellation had the first true coast-to-coast nonstop range of 2,500 miles. The \$23,000,000 order for Super Constellations was the largest single order ever placed by an airline for cargo aircraft. Flying Tigers now became the nation's single largest carrier of airfreight, both in fleet equipment and in ton miles produced. The era of "The Airfreight Specialist," as the airline came to be known, had truly begun.



LOCKHEED SUPER CONSTELLATION 1957-1967



Swingtail story . . .

With the purchase of a \$51,000,000 fleet of Canadair CL-44s in 1961, Flying Tigers acquired the first turbine-powered airfreighter placed in service. A true airfreighter with a unique swing-tail design, the CL-44 permitted straight-in loading of freight no other plane could carry. It cruised at 375 miles per hour, carrying up to 60,000 pounds of cargo, over a range of 3,000 miles. The fleet of sixteen CL-44s, again the largest cargo aircraft purchase to that date, provided the nation's fastest all-cargo service. Aboard the CL-44 were loaded single pieces of freight, like ship shafts, which weighed as much as 40,000 pounds—the load equivalent of a railroad box-car. The CL-44 moved Flying Tigers into leadership as the world's largest freight and contract airline.



CANADAIR CL-44 1961-1969



The jet age . . .

Flying Tigers met the challenge of the jet age in 1965 with Boeing 707-349C intercontinental jets. Operated on transPacific military contract routes, the Boeing 707s carried 73,000 pounds of freight at 550 miles per hour over a 3,000 mile range. With the Boeing 707s supplemented by Canadair CL-44s, Flying Tigers became again, in a period of military emergency, the largest carrier of cargo on the Pacific. An average day saw as many as four Flying Tigers flights jetting across the Pacific between Vietnam and the United States.



BOEING 707-349C 1965-1969



A new breed . . .

In 1968, for the third consecutive time, Flying Tigers launched the world's mightiest air cargo armada — 17 new DC-8-63Fs costing \$206 million. First of the “stretched” airfreighters, these sleek giants carry a payload of 110,000 pounds at 550 miles per hour over a 3,000 mile range. The DC-8-63F was the first of a new breed of aircraft that has had far reaching effects on the continuing growth of the airfreight industry. With the DC-8-63F Flying Tigers inaugurated in 1969 daily international schedules on a route linking the major markets of the U.S. and Asia. This new route was a 21-year dream-come-true, allowing Flying Tigers to serve the lands where it all began in the early days of World War II.



DOUGLAS DC-8-63F 1968-

The biggest Tiger . . .

An airfreight pioneer from 1945, Flying Tigers was still pioneering the industry in 1974 when we became one of the first airlines to use wide-bodied aircraft for all-cargo service. Having developed a solid airfreight market around the efficient all DC-8-63 fleet, we found that often it took two planes virtually flying in formation to meet the market demands along certain routes. This need for greater capacity directed attention toward wide-bodied aircraft, and in the fall of 1974, we placed our first two Boeing 747 "freighters" in all-cargo service. The planes are former passenger craft converted by Boeing to yield the maximum efficiency for airfreight. Each of the awesome giants flies more than 200,000 pounds of cargo at 575 miles per hour over a 3,500 mile range. By 1975 there were three 747s in the fleet — and three more will be added in 1977.



BOEING 747 1974-



FLYING TIGERS CUSTOMER SERVICE TELEPHONE NUMBERS

United States

Allentown, Bethlehem, Easton
Pennsylvania
(215) 432-5990

Anchorage, Alaska
(907) 243-4315 (Operations)
(907) 243-4316 (Maintenance)

Atlanta, Georgia
(404) 766-2704
(Outside 404 area)
(800) 241-7707

Baltimore, Maryland
(301) 685-1454

Binghamton, New York
(607) 729-1591

Boston, Massachusetts
(617) 569-5400

Buffalo, New York
(800) 321-1828

Chicago, Illinois
(312) 686-7111 (Domestic)
(312) 686-7143 (International)

Cincinnati, Ohio
(800) 362-1512

Cleveland, Ohio
(216) 267-3575

Columbus, Ohio
(800) 362-1512

Dallas, Texas
(800) 241-7707

Dayton, Ohio
(800) 362-1512

Denver, Colorado
(303) 398-2330

Detroit, Michigan
(313) 941-7500

Hartford, Connecticut
(203) 623-9444

(Outside Hartford)
(800) 862-7627

Houston, Texas
(800) 241-7707

Indianapolis, Indiana
(800) 621-5200 (Domestic)
(800) 621-5204 (International)

Los Angeles, California
(213) 646-3160 (Domestic)
(213) 646-7324 (International)
(800) 262-1413 (Outside 213 area)

Miami, Florida
(800) 241-7707

Milwaukee, Wisconsin
(414) 747-5188

Minneapolis, Minnesota
(612) 339-9540

Newark, New Jersey
(201) 961-3600

New York, New York
JFK
(212) 632-1111

New York, New York
World Trade Center
(212) 432-1137

Philadelphia, Pennsylvania
(215) 365-7100

Pittsburgh, Pennsylvania
(800) 321-1828

Portland, Oregon
(503) 249-4585

Providence, Rhode Island
(401) 467-8661

Rochester, New York
(716) 232-6457

San Diego, California
(714) 231-8050

(800) 262-1413
(Outside San Diego)

San Francisco, California
(415) 877-3111 (Domestic)

(415) 877-3125 (International)
(800) 632-4645 (Outside 415 area)

Scranton, Pennsylvania
(717) 344-7988

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(206) 433-5511

Syracuse, New York
(315) 455-5618

Tacoma, Washington
(206) 927-2828

Washington, D.C.
(202) 223-2988

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Vancouver, B.C.
(604) 685-8828

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3-820-331

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822939

Kuala Lumpur, Malaysia
21501

Manila, Philippines
809791

Nagoya, Japan
052-581-1924

Okinawa, Japan
0988-574057

Osaka, Japan
06-856-6301

Seoul, South Korea
22-2115/17

Singapore
220-1744

Taipei, Taiwan
751-6321

Tokyo, Japan
03-581-6841 (Downtown)

03-747-7521 (Haneda)
0473-36-2111 Ext. 388

(TACT Baraki)

Europe

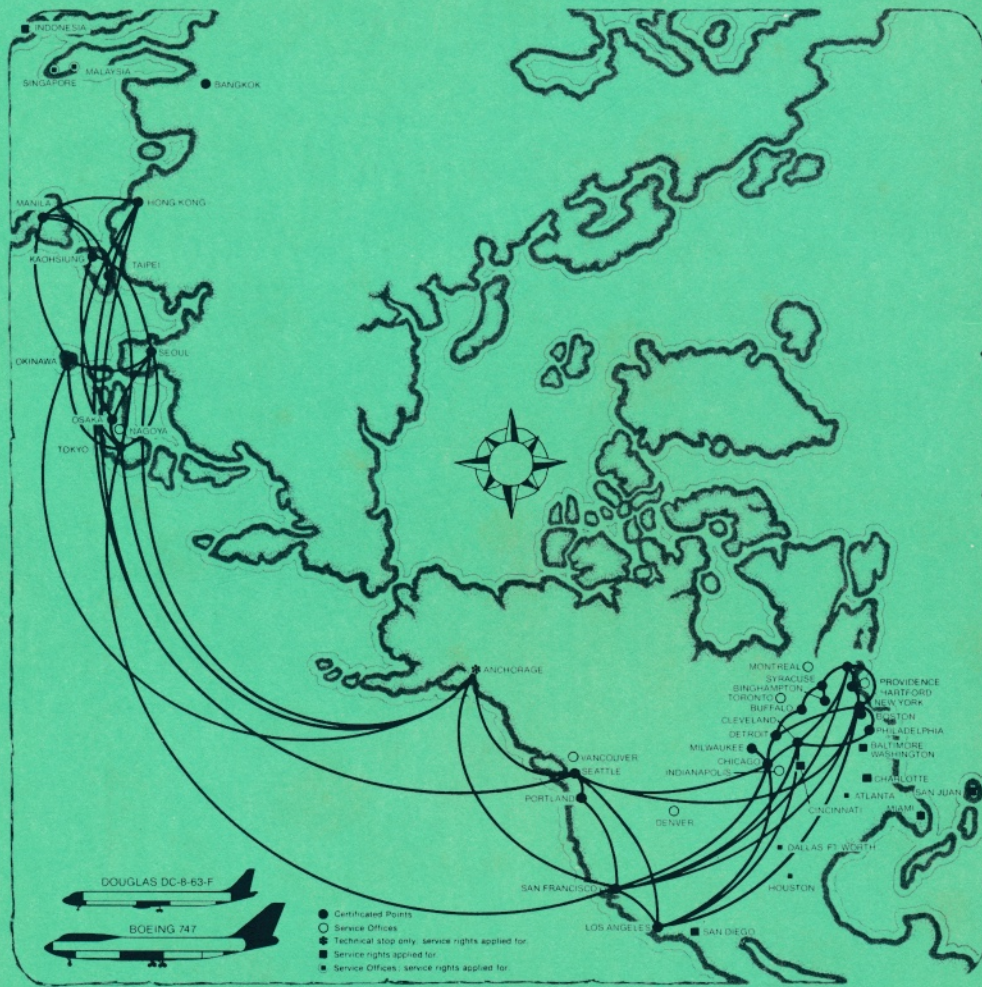
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020-455873
020-471362
Cable: AMSSSFT

Charter Sales

Los Angeles, California
(213) 646-2497
Telex: 674496
Cable: FLYTIGER LSA



Scheduled all-cargo routes of Flying Tigers— The Airfreight Airline.



FT-3245 (Rev. 1/77)



Flying Tigers do it better

THE AIRFREIGHT AIRLINE

A TIGER INTERNATIONAL COMPANY