

Air Cargo Exploding As All Companies Extend Service

By ROBERT J. SERLING
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WASHINGTON (UPI)—Aviation's "quiet revolution"—air cargo—is in full swing.

Transportation of freight by air has been expanding steadily for years. But it no longer is just expanding. It is exploding. The biggest impetus is com-

ing from the introduction of giant jet cargo planes, built and designed expressly for hauling freight. All-cargo jets, only a year ago just an "around-the-

corner" day-dream, are now in scheduled operation.

Two months ago, Pan American World Airways started flying Boeing 707 freighters on its overseas routes. Trans World inaugurated domestic all-cargo jet service Dec. 3. American followed three days later. United will begin early next year.

The use of cargo jets is a revolution in itself. Literally, they give the airlines their first real chance to make money carrying freight. Up to now, all-cargo planes have been noted mainly for their inability to earn profits. United, TWA and American—for example—lost a total of \$33 million in a recent 12-month period flying piston-engine cargo planes.

The Boeing 707 freighter TWA has begun flying has a payload of 40,000 pounds and a speed of 600 m.p.h. TWA figures that just one jet freighter, operated 12 hours a day, can produce \$5 of revenue for every mile flown. It costs \$3.50 per mile to fly.

Fast loading and unloading is one of the major benefits derived from using a plane designed specifically for cargo. TWA "pre-packages" its jet loads—putting numerous small boxes in one huge pallet which is lifted to the seven-by-11-foot cargo door on a special hydraulic fork lift. Once inside the plane, a conveyor belt on the cabin floor moves the cargo toward the rear.

TWA expects to double its cargo profits in the next five years. In 1962, the airline grossed \$44 million from air freight and netted \$15 million profit. This year, it will gross \$54 million and will net about \$17 million.

TWA, Pan American, American and United alone have ordered 33 jet freighters, costing more than \$200 million. The size of that investment represents their faith in the future of air cargo.

There are possible pitfalls ahead, however, such as—

—A move by the smaller all-cargo airlines (Slick, Riddle and

Flying Tiger) to have the Civil Aeronautics Board (CAB) ban the major airlines from operating all-cargo planes. Under this proposal, which is said to have some support within the CAB, the big carriers would be restricted to hauling freight only on regular passenger flights. Needless to say, they will fight such a restriction with every means.

—Possible insufficient use of the giant jet freighters. Air cargo traditionally is a five-day business, with shipments dwindling sharply over the week end. There also is some evidence that

shippers prefer to send air cargo late in the day or at night. To make money with a \$7 million jetfreighter, no airline can afford to have one sitting idle during most of the daylight hours or over week ends. TWA, like Pan American, has an advantage in that it can use its jetfreighters on international routes which have a greater profit potential than domestic. American and United will be limited to domestic operations.

—Potential Greater. The potential, however, appears bigger than the pitfalls. TWA is even planning several

new air cargo terminals. The statistics of the past seem to warrant its optimism for the future. In 1955, domestic trunk airlines grossed \$30.6 million from air freight. By 1962, the gross was up to \$102.3 million. A Boeing study predicts an annual gross of \$1 billion by 1970. TWA alone expects that its air cargo business by 1965 will almost equal its present passenger revenues, with approximately 50 per cent of the freight carried in its all-cargo jet fleet.

There is something spartan and unglamorous about air cargo. The inside of a Boeing jet-

freighter, for example, resembles a subway tunnel and "utilitarian" is the only adjective one can use. Yet cargo pilots, many of whom prefer flying freight to carrying passengers, have their own traditions and anecdotes.

A frightened horse, for example, once nearly wrecked a cargo plane by kicking at the sides of the fuselage. Since then, regulations required large live animals to be tranquilized before a flight. This includes wild animals—an obvious requirement to one veteran pilot who recalls glancing over his

shoulder on a cargo flight, and seeing a leopard standing by the cockpit door. The big cat's cage had broken open. Fortunately the leopard was as curious as the pilot was petrified.

"Out next landing," the pilot said later, "was the loudest I ever made."



LARGEST TRANSPORT — In Washington, D.C., this Pan American Boeing 707-321C, the world's largest jet transport, was being loaded when this photo was taken. All cargo jets are now in scheduled operation. (UPI)

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Hoffa Trial Set Back to Tuesday

NASHVILLE, Tenn. (UPI)—The jury tampering trial of Teamsters President James R. Hoffa was delayed Tuesday until Jan. 20.

U.S. District Court Judge Frank Wilson granted a motion by Hoffa's attorneys to continue the trial, scheduled to begin Jan. 6. A request for a change in the trial still remained under advisement.

A federal grand jury returned indictments against the union leader and six co-defendants last May charging them with jury tampering in Hoffa's 1962 conspiracy trial here.

A mistrial was declared in the conspiracy trial when the jury was unable to decide whether the Teamsters president had accepted a \$1 million payoff from a Detroit trucking firm in violation of anti-trust laws.

Hoffa, charged with five counts of jury tampering, faces a possible 25-year prison term if convicted.

The defendants have all entered pleas of innocent and are free on bond.

Robber Gets 12,600 Subway Tokens

NEW YORK (UPI)—A stick-up man who doesn't get caught will be riding free for a long time on the New York subway system.

He took 12,600 subway tokens at gunpoint today from an attendant at a Wall Street station. That's \$2,300 worth of free rides at the going rate of 15 cents a token.

Police said the gunman escaped with 12 bags each containing 1,000 tokens and an additional 600 loose tokens and \$10 in change after menacing transit authority clerk Egbert McDonald with a .45-caliber automatic. The man dumped the loot into a big canvas bag before escaping.

Doorbell Touches Off Violent Explosion

NANCY, France (UPI)—A friend who dropped by to wish Jean Crupier and his family a Merry Christmas pushed the doorbell Wednesday and the house was rocked by a violent explosion.

A spark from the electric doorbell ignited a pocket of leaking gas. Fire destroyed part of the house but there were no injuries.

Christmas Baby Born on Christmas

ST. PETERSBURG, Fla. (UPI)—The first baby born in Medford Park Hospital Wednesday was James Henry Christmas Jr.

James Henry Christmas Sr. said that he and his wife had been hoping the baby would be born on Christmas. He just made it—at 2:57 a.m.

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