



Trans International Airlines

## The Flying Corral





# FLYING CORRAL

## Flying Corral:

A new addition to the cattleman's dictionary.

An efficient and unique way to transport livestock quickly . . . . From one part of the world to the other.

Since 1969 Trans International Airlines has been the foremost pioneer in this important new industry.

Today, TIA offers a unique capability in "cowlifting" to shippers and other airlines worldwide.









# HOW TRANS INTERNATIONAL AIRLINES TURNED A DC-8 INTO A FLYING CORRAL

## A Million Dollar System.

Large scale airlifting of livestock is a relatively new industry, encouraged by the worldwide demand for fresh meat, and by the need for a more productive means of transportation than the steamship.

Until recently, the hazards of transporting livestock long distances via ship kept mass moves to a minimum. Animals have never adapted well to the pitching and tossing of sea travel. And losses of up to 50% due to stress were not unknown.

It was not until 1968 when a Texas rancher came to TIA with a plan to fly 7,000 polled Herefords from Fort Worth, Texas to Punta Arenas, Chile that a brand new industry was born.

As the airline that handled the first major "cowlift," TIA had several initial tasks to undertake. First, the regulations governing the transportation of livestock—geared primarily toward sea travel—had to be changed. TIA worked with U.S. government officials to hammer out new guidelines.

Secondly, an *economical and efficient system*, tailored specifically toward moving livestock, had to be created.

One million dollars later, this TIA system is the most advanced in the world.

The system that TIA developed was not an adaption of any existing cargo handling system. With the assistance of Dr. J. R. Langridge, USDA chief staff veterinarian/export animals, we reviewed

the entire problem . . . basing our approach on the needs of the animals, the U.S. health requirements, and the optimum utilization of space within the aircraft.

## The Needs of The Animals Came First.

Livestock have certain instincts. We took these into consideration in designing pens and ramps that would optimize comfort and reduce stress.

For example, pigs prefer to lie down when traveling, so we designed an air flow system that keeps air circulating as low as several inches from the floor.

Similarly, cattle are most comfortable in large groups, so we designed pens that are 10 x 15 feet, creating a 150 square foot unit that accommodates 15 large cattle. This size, incidentally, is also a universal standard for moving all types of livestock.

The USDA has assisted Trans International in areas of *temperature and ventilation control* in addition to running tests on TIA's double deck system.

The *Australian and New Zealand Veterinary Services* have also provided important inputs in suggesting modifications for TIA's horse system. This has allowed Trans International to meet these countries' specifications for importing horses and cattle from *England and Ireland*.

More recently, TIA has been instrumental in the development of the Animal Air Transport Association. This organization promotes the exchange

of ideas, technology, and information among the various people involved in shipping livestock by air. For example, as veterinarians are more adequately informed on the specific conditions that livestock are exposed to during shipment, they are better able to prepare livestock for the flight.

The Association sponsors seminars several times a year, as well as research by private and educational organizations.

## A Special Air Flow System.

The number of livestock an aircraft can hold is directly proportional to the oxygen requirements for specific animals. We worked out square footage requirements for each kind of animal. We installed a *fan system* that turns over the air in the plane *every minute*, whether or not the plane is airborne. And we designed pens to interrelate with the aircraft's own air circulation system.

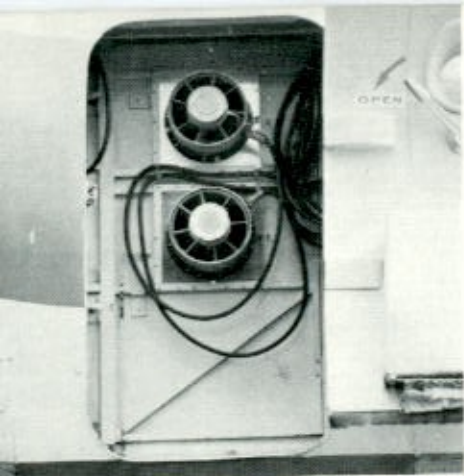
## Lightweight, Reusable Pens.

With the help of Dr. Langridge and the engineers from McDonnell Douglas, Trans International developed pens and ramps that were reusable, yet could be quickly cleaned and disinfected to U.S. health standards.

Made of aluminum, the whole system weighs approximately 2,500 pounds. It is strong enough to be double-decked. It utilizes every corner of the plane efficiently. And it is modular in design, so that different kinds of livestock may be successfully mixed on one plane.



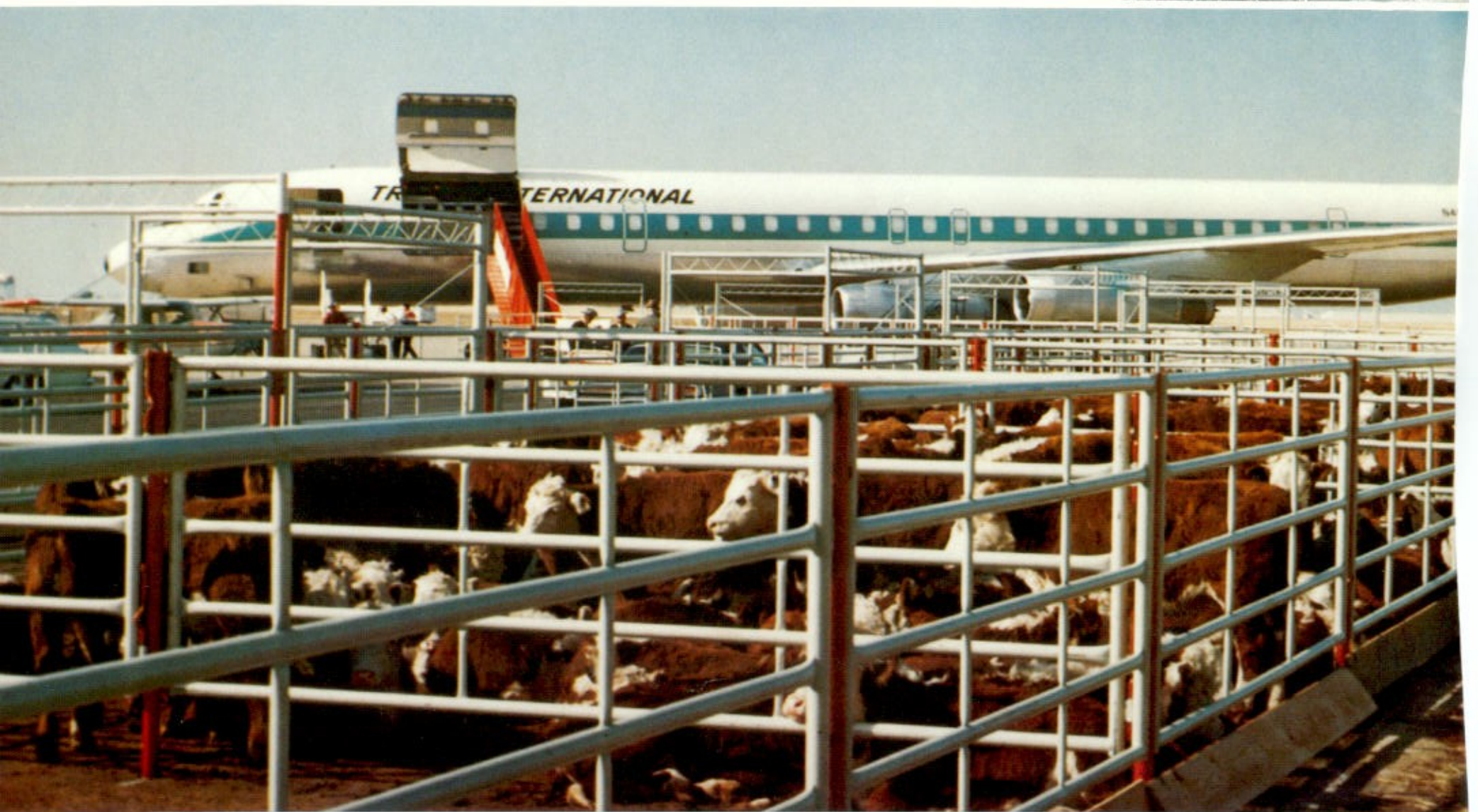
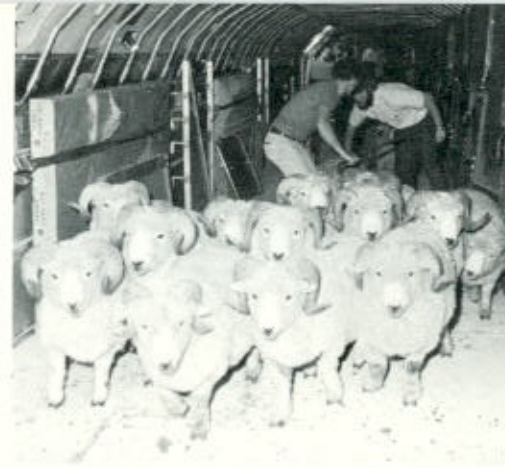




DC-8 Interior Pen Arrangement











# THE LONGEST LIVESTOCK MOVE IN HISTORY—13,500 MILES



## The Amazing Water Buffalo

The water buffalo can proliferate in immensely different latitudes—from the marshy, wet, humid subtropics of *Borneo* to the arid, dry *Northern Territories* of *Australia*. It can forage off of land that would starve other types of livestock. It can produce beef, milk, or be domesticated and used as a beast of burden.

The water buffalo was introduced into *Australia* over 100 years ago. By 1976 wild herds had multiplied so fast that they had become a pest, consuming feed required by other livestock.

In *Trinidad*, half way around the world, the situation was reversed. There was a shortage of livestock that could forage and prosper in the semi-jungle environment. This is why *Trinidad* turned to *Australia* for two hundred 450 lb. water buffalo heifers. The airlift was made by Trans International.

It was an unusual challenge. The wild water buffalo is one of the world's meanest animals. And to further compound matters the horns could not be removed for the flight, since the buffalo would be set loose in the wild and needed their horns for protection.

The move took place without mishap. The buffalo were put into pens, fed, and handled over a 30-day period prior to shipment to acclimate them to people and confinement. During the flight they were watered and fed.

Although the 36-hour trip required five stops and covered half the circumference of the earth, every last buffalo arrived safely.

But this is not the only livestock record held by Trans International Airlines.

**Cattle.** In the late 1960's, to meet a serious beef shortage in *Chile*, 7,000 head of cattle were purchased in *Texas* and flown to *Punta Arenas, Chile* on the southern tip of *South America*. That represented over 49 million cattle miles . . . and every single animal arrived in excellent condition.

**Sheep.** TIA holds the record for the largest number of sheep ever to move on to one plane—over 1100—flown from *Perth, Australia* to *Pakistan*.

**Calves.** The economies effected by the TIA Flying Corral are obvious in this movement of calves from *Montevideo, Uruguay* to *Milan, Italy*.

Heretofore, 18 double-deck pallets carrying up to 660 calves per plane were normal. By contrast, TIA carried 835 . . . and had the potential for 950. That's a 50% increase. TIA's superior air flow system and better space utilization within the plane are responsible for this increased capability.

**Pigs.** Over 900 pigs were flown on TIA's double deck system from the *United States* to *Taiwan* for breeding purposes. Again, there was not a single loss.

**Horses.** The 286 horses that TIA moved from the National Yearling Sales in *New Zealand* to *Australia* and *South Africa* represent the largest movement of horses ever to take place by air. TIA has moved sale horses from *New Zealand* since 1971.

In addition, Trans International is now airlifting race horses across the *Tasman* between meets, allowing the horses to race within a day after arrival.

TIA's L-188 aircraft keep busy on the U.S. domestic horse racing scene, ferrying around such valuable properties as Secretariat, winner of the Triple Crown.

TIA even gets involved in more "exotic" moves. Recently, TIA's DC-8's carried red deer from *New Zealand* to *Taiwan* where their horns are in demand as aphrodisiacs. Other TIA livestock moves included reindeer from *Alaska* to *Korea*, and lions, tigers, and camels to a *New Zealand* zoo.

These case histories represent unusual record airlifts by TIA. They do not represent the hundreds of other moves that were notable only for the efficiency with which the operations were carried out.



# PREPARING LIVESTOCK FOR THE FLYING CORRAL

## How TIA Prepares Livestock For Shipment By Air With Shots, Special Feed, Electrolyte, Etc.

The goal of any livestock move is to transport the animals with as little stress and weight loss as possible. This requires careful preparation and handling on both ends of the move.

### Pre-Conditioning.

Let's assume you were moving breeding cattle in the winter from *Basle, Switzerland* (temperature: 20°F) to *Sao Paulo, Brazil* (temperature: 100°F). The TIA service representative in *Basle* would work closely with the shipper to prepare the livestock for the trip. He'd recommend a particular program of *high protein* feed for energy, and *antibiotics* for resistance. He would also cable ahead on what the cattle were eating.

The TIA representative in *Brazil* would arrange to continue the same feed. He'd also be busy looking for the coolest area in *Sao Paulo* to corral the cattle on arrival.

By contrast, if week-old calves were being moved from summer in *Uruguay* to winter in *Milan*, the TIA representative would follow a different program. He'd suggest *electrolyte* to control dehydration. He would mix in vitamin A with high energy, high protein feed to build up resistance. And he'd recommend ways to isolate the cattle several days before shipment to keep them from becoming excited.

### It Takes Experience To Be A "Flying Cowboy."

Keeping stress to a minimum is carried through by our knowledge of animal handling at airports. For example, if a heifer got loose at the airport, an airport official might needlessly scare the animal in trying to recapture her. A TIA cowboy knows better. He's learned the tricks in loading and unloading livestock and knows how to handle any such situation without undue excitement. He exercises good "horse sense."

The simple truth is that airports don't understand cowboys, and cowboys don't understand airports. It takes a staff of professionals who understand both to make a livestock move by air go smoothly, quickly, and efficiently.



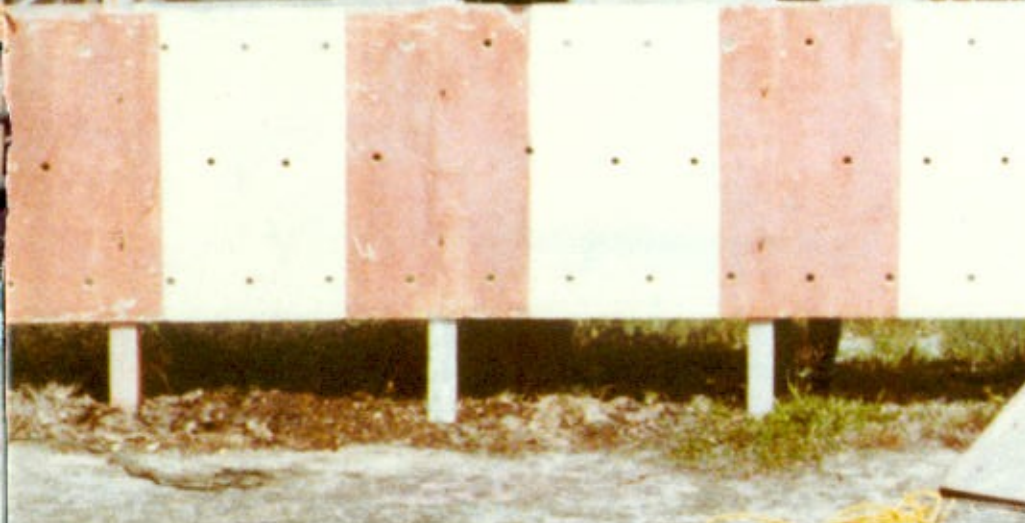












## THE MAGNIFICENT SEVEN

### A Highly Trained, Professional Team.

Though often thousands of miles apart, this experienced international team works as an integrated unit to handle all details of a move . . . from start to finish. With their assistance the responsibilities associated with livestock moves by air are taken from your shoulders.

### Service Representative (Point of Origin).

He precedes the plane several days before the departure; checks on weights of cattle; arranges for and/or confirms truck transportation; presides at loading at airport; checks and expedites all documents; communicates time of departure and special background data to his counterpart at destination.

### Loadmaster.

He assists and supervises the loading (and unloading) of aircraft. Figures the weight and balance. Checks out all final documentation.

### Livestock Attendant.

He coordinates loading. Flies with the plane and handles all details of livestock en route. Generally, he's a graduate of an agricultural college with extensive livestock experience.

### A & P Maintenance Specialist.

He's a maintenance supervisor who takes care of the aircraft and related mechanical systems. He's also in charge of maintaining cattle pens and ramps.

### Radio & Electronic Specialist.

He's a maintenance supervisor who's responsible for the functioning of the inertial navigation system, automatic pilot, radios, and other electronic systems.

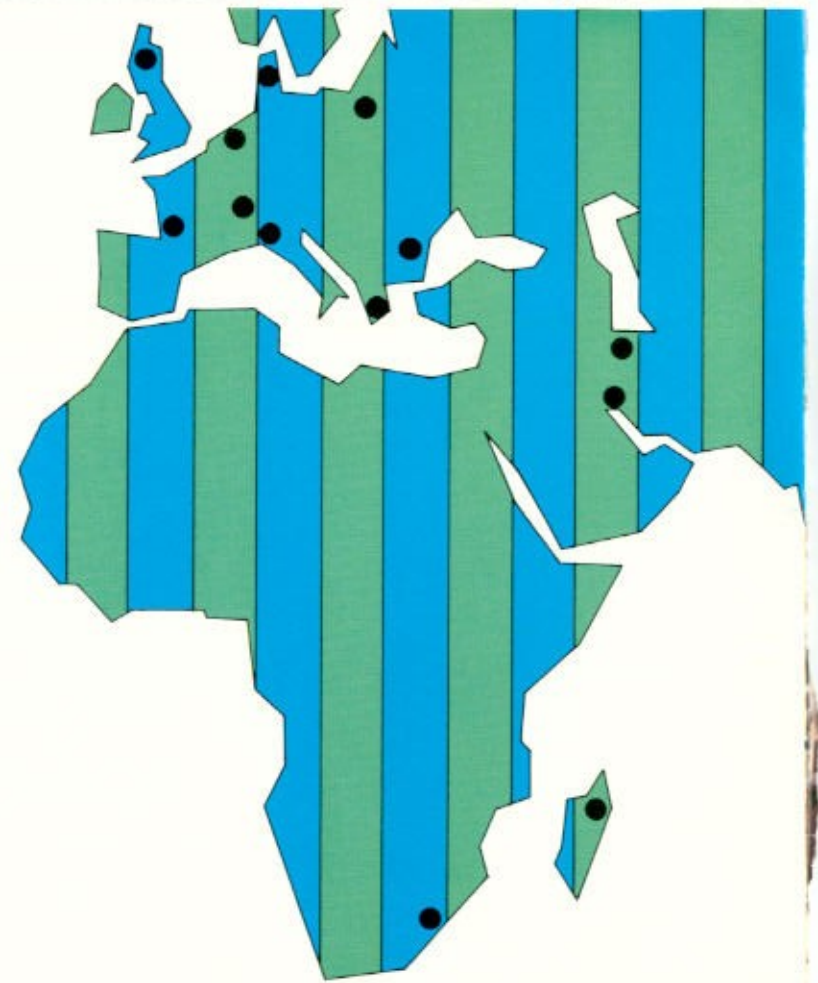
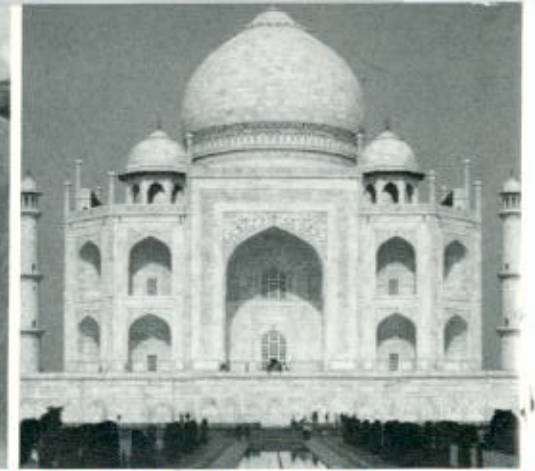
### Captain.

Not just an ordinary pilot, he's a pilot with livestock experience. He knows how to put livestock *gently* into the air. Gets air circulating through the plane *quickly*. Flies through the *smoothest* air possible. He's sensitive to the needs of livestock, and knows how to give a cow peace of mind.

### Service Representative (Destination).

He meets the arriving aircraft and assists with the off-loading. Gets aircraft cleaned and disinfected. Makes certain that all the trucks are ready to go. He clears all documents and all necessary details with the consignee, handles any customs details, and resolves unexpected delays in the off-loading of livestock.

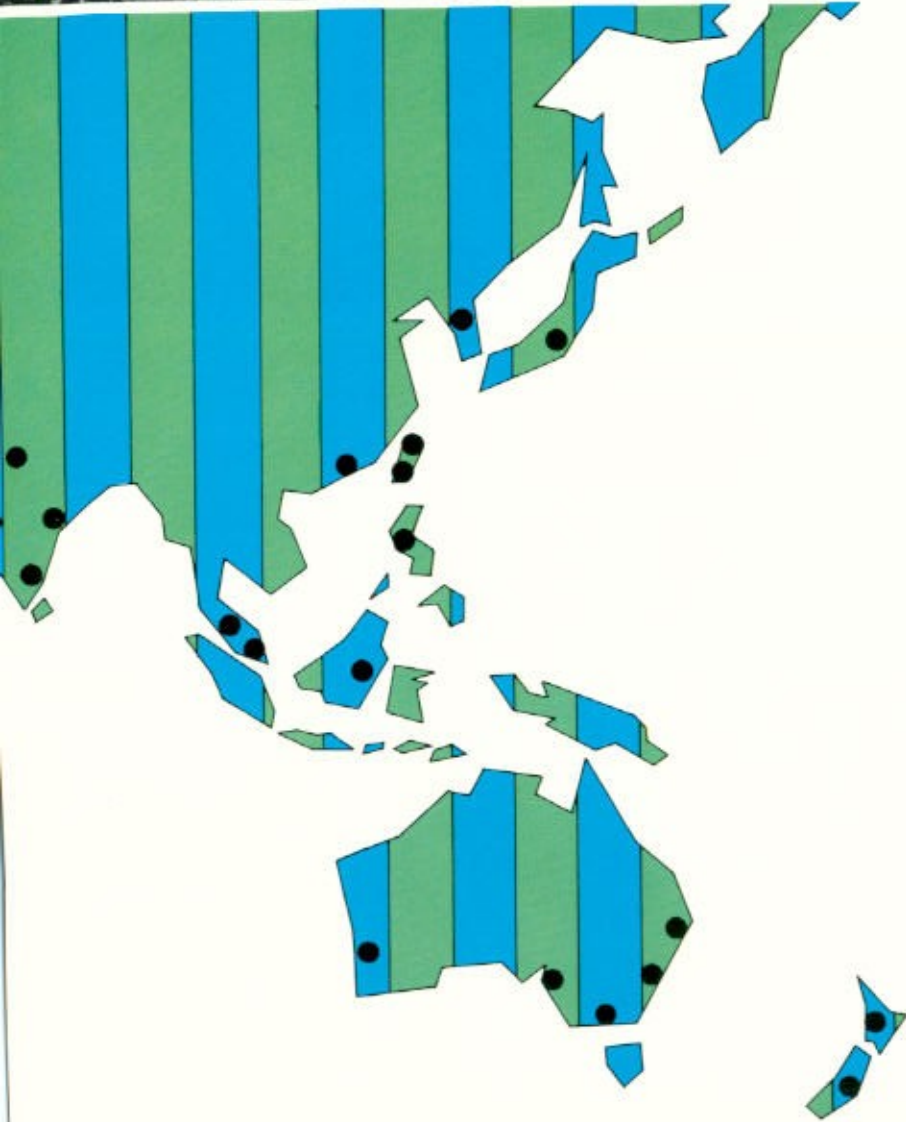








## WORLDWIDE ROUND-UP EXPERIENCE



**Trans International's** record during the first five years of its "Flying Corral" has been extraordinary.

With more than 150,000 animals airlifted—and that includes horses, swine, sheep, goats, cattle—less than one tenth of one percent fell victim to stress or other mishaps. No airline or steamship company has ever come close to matching this performance.

TIA has flown livestock to *more than 50 countries on every major continent* except Antarctica. So the chances are, if you want to fly livestock from somewhere to somewhere else, we've already done the groundwork.

The variety of TIA's livestock passengers has also been broad. It ranges from \$20 calves to \$75,000 breeding beef cattle to a million dollar race horse... often co-passengers on the same plane. And every animal, no matter the price tag, receives the same velvet glove treatment.

When we say that TIA's "Flying Corral" is the most experienced air transport system for livestock, it's a claim we can back up.



# TIA IS RIDING HERD FOR MORE AND MORE MAJOR AIRLINES

## We Offer A Specialized Service.

Is it strange that another airline would call our airline for assistance?

Not really.

Our "Flying Corral" gives other airlines the ability to service its own clients better. In fact, the reasons why we're called upon vary from carrier to carrier.

One airline might call us because they are asked to bid on a "cowlift" and they don't have any freighters of their own. Without our assistance, their competitors might get a foot in the door.

Another might look to make a profit on the brokerage and ground handling only. Often, that's the area most profitable for a scheduled airline.

A third might call us because they simply don't have the experience in airlifting livestock.

A fourth does not want to get into the charter business, even on a short term basis. It doesn't fit within the airline's overall planning.

A fifth may not be certified between certain points.

A sixth may have a customer who's anxious to make his breeding stock productive as soon as possible. In this case airlifting is the only logical means of travel.

And a seventh may have no experience in certain parts of the world. Working out ground details in such places as *Kuala Lumpur, Singapore, Milan, Durban, Brisbane, Auckland, and Punta Arenas* takes time. Often, it's a matter of trial and error. By using TIA, another airline can take advantage of our previous experience and contacts.

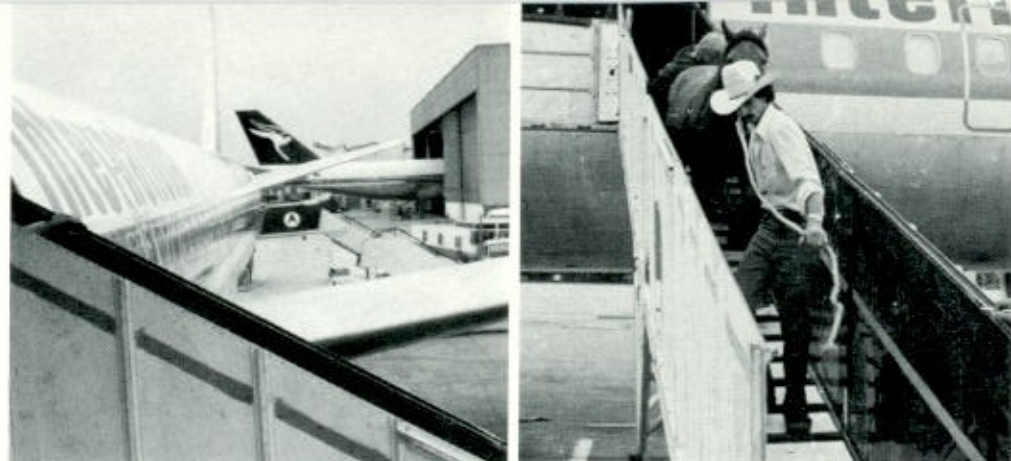
TIA's "Flying Corral" has already performed efficiently and profitably for such airlines as *Pacific Western, Air New Zealand, Air India, Trans Australia, Ansett, Qantas, Iran Air and Pakistan International Airlines.*

## Steamship Companies, Too.

We've helped out Atlantic Container Line in some of their livestock moves where the final destination was not near a seaport.

And other steamship lines will find our services useful for handling their inland traffic. Being a charter airline, we're expert at making use of small town airports not normally used by major airlines.

Wherever you want to make a "cowlift," TIA can be of help.















## TIA-THE WORLD'S MOST EXPERIENCED CHARTER AIRLINE



### **Trans International—The Largest Most Experienced Charter Airline on Earth.**

It is no accident that the "Flying Corral" was developed by Trans International Airlines. We have been an innovative airline for over a quarter century.

We were the first charter airline to introduce jet travel.

The first to go all jet.

And the first to introduce the intercontinental wide-bodied DC-10.

Our air cargo fleet is the broadest and most versatile in the world, consisting of DC-8's . . . wide-bodied DC-10's . . . L-188 *Electras* . . . and the largest fleet of commercial L-100-30 *Super Hercules* in the skies.

In its more than 30 years of charter experience TIA has carried more vacation passengers than any other charter airline . . . and with a perfect passenger safety record.

The typical TIA captain has an average of more than 20,000 hours of flying experience. And our crews comply with and often exceed the same Federal Aviation Agency eligibility, training, and competency requirements that govern all U.S. airlines.

As a U.S. international flag carrier, Trans International Airlines flies to *Europe, Africa, Caribbean, South and Central America, Asia, the South Pacific, the Orient, Canada, Mexico* and the entire *United States*. In fact, no other airline flies to or from more places in the world than TIA.

### **We Come From A Good Family.**

Our parent company is Transamerica Corporation, which specializes in leisure and financial services. In fact, our corporate headquarters at Oakland International Airport is not far from the unique Transamerica Pyramid, which graces the San Francisco skyline.

If you're concerned with moving livestock by air, all it takes is a call. May we emphasize that we can do more than just provide the "cowlift." If you're interested in breeding stock, for example, we will find the kinds of animals you are looking for, help you in the purchase, handle the shipping and even the transshipping; in short, do every aspect of the job including many things not expected of an airline.

Just one call does it.

For details on the TIA "Flying Corral," contact us at Trans International Airlines, Oakland International Airport, Oakland, California 94614. Telephone (415) 577-6200.

Or call us at any of our offices in cities around the world.





#### CORPORATE HEADQUARTERS

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