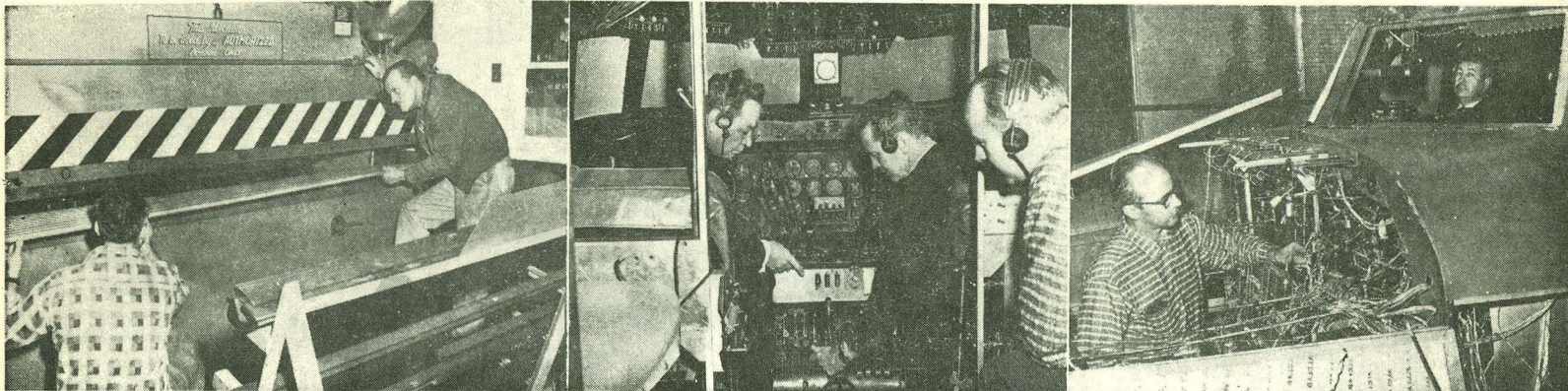


'COMMON FOLKS' FLIGHTS WITHOUT FANCY FRILLS

Wildwood—Home Base Of A World Air Service



SIMULATOR ROOM—The pride and joy of United States Overseas Airlines is its simulator estimated to have cost more than \$100,000. This unique device is used in the training of pilots and flight engineers and can duplicate all conditions encountered during the course of an actual flight.

tered during the course of an actual DC-6 or DC-4 flight. It is especially helpful in training crews how to react in case of emergencies. At left, Paul Grech, Green Creek, left, and Joe Reagan operate the \$10,000 sheet metal power brake that cut the metal used on the simulator. Center, Jim Hawley,

chief pilot, and Dr. Ralph Cox, USOA president, man the pilot and co-pilot positions, respectively, while Francis Grinnon looks on from the flight engineer's seat. At right, Grinnon, N. Wildwood, a USOA employe, for almost seven years, checks some of the wiring on the simulator while Hawley

look out from the cockpit. Grinnon constructed the simulator and acts as an instructor. He has been a ground training expert since World War II and formerly was with Trans Ocean Airlines on the West coast. (All photos on this page are official USOA photos).

Two Billion Miles, No Rider Fatality

By GARY SHENFELD Press Staff Writer

From the Caribbean to the China Sea the name United States Overseas Airlines means safe aircoach travel.

Looking down from the balcony of USOA's large maintenance hangar at Cape May County Airport, Wildwood, Dr. Ralph Cox Jr., president of the airlines reviewed what USOA is, and has hopes to be.

"We're the Woolworth's of the airlines business—the common folks airlines without the fancy frills and expensive jets. We're a scheduled supplemental airline featuring low-cost, aircoach, four-engine prop planes, while the scheduled lines are the Tiffany's that only the expense account traveler can afford."

Dr. Cox, a busy man, always on the go, has his address listed in the phone book as simply Cape May County Airport, where he spends most of his time on the phone talking to USOA offices in 13 cities including Okinawa, Guam and Oakland, Calif.

He points to a recent American Airlines research report that reveals: "Over half of the U. S. population doesn't travel at all. Of the total U. S. population, 78 per cent has never flown in a commercial airline."

"The current air travel market is primarily a business market, with a high proportion of executives, professional and technical people in above-average income groups. Half of them have an income of over \$10,000 per year. Eighty-six per cent of their travel is expense-account travel."

USOA has been continuously engaged in air transportation since 1947. It's a large organization having assets of almost \$5 million, and a fleet of 15 aircraft—12 owned and three leased. Its revenues from common carriage (passenger), MATS, CAMS, Quik Trans (military contracts — passenger and freight), and charter operations during the period January, 1958, to December 31, 1961, attained a peak of \$11.5 million in each of the two years.

ONE OF TWO
This airline is one of only two supplemental carriers owning its own maintenance and overhaul facilities. At its home base in Wildwood, the carrier maintains a storehouse of spare parts worth \$1.25 million and has invested more than \$100,000 in the construction of a unique device for the training of its pilots and Guam—with connections to airlines serving Tokyo, Hong Kong,

flight engineers which duplicates all conditions encountered during the course of actual flight. The airline operates and has invested more than \$300,000 in Air Power Overhaul, Inc., an engine, propeller and accessory facility in California, which is capable of performing propeller and engine overhaul on DC-4 and DC-6 equipment. USOA also has an engine maintenance station on Guam Island.

All of these facilities have been certified by the Federal Aviation Agency to perform maintenance and overhaul on USOA aircraft and for planes of other carriers.

What cities does the airline connect?
USOA's schedule includes: two trips per week between Miami and New York; two trips per week between Oakland, Calif., Municipal Airport and Honolulu, Hawaii, International; two trips per week from coast-to-coast (New York to California); and twice a month service to Okinawa.

Other ports of call are: Detroit, Chicago, Los Angeles, San Francisco, San Diego, Seattle, San Juan, Wake Island and Taipei, Bangkok and Manila.

It has operated a total of more than two billion passenger miles to virtually every area of the world without a single passenger fatality or serious injury.

USOA is the only U. S. commercial air carrier linking Okinawa with Hawaii and California, provides the only commercial air service of any nature between Okinawa and Guam and is one of the largest air carriers in



HOME BASE — United States Overseas Airlines' operates out of the Cape May County Airport, Wildwood. Its 15 four-engine DC-6's and DC-4's receive maintenance and overhaul service here from a crew of skilled mechanics and aircraft service specialists.

this country in terms of scheduled route mileage. It has registered 2,769 Trans-Pacific crossings to date.

The Wildwood based airline has performed many missions in the national and public interest. It actively participated in the Berlin and Korean airlifts; provided personnel and aircraft in 1961 to combat a locust plague in Iran; carried priority cargo under contract with private firms to North Africa for use in the construction of Air Force bases

there and used the return space on these flights for the transportation of displaced persons for the International Refugee Organization; took an active part in furnishing emergency transportation to Hungarian refugees in 1955; engaged in the evacuation of Belgian refugees from the Congo in 1960; carried emergency cargo to British Honduras in 1961 for the relief of hurricane victims; and, on two occasions voluntarily transported passengers stranded as a result of cessation of operations by other carriers.

Records indicate that USOA

has never stranded a passenger. **M.A.T.S. AIDS**

USOA has been a significant participant in the Military Air Transport Service operations, and in the summer of 1960 its personnel and facilities on Guam Island were used for the maintenance of aircraft engaged in the Pacific Trust Territory airlift for the Dept. of the Interior. Dr. Ralph Cox Jr. was a captain with American Overseas Airways when he got the idea to start an airline of his own.

Before World War II, he was a practicing dentist get-

ting his D.D.S. degree from the University of Pittsburgh.

In 1939, because he wanted to fly and not be commissioned as a dentist, Cox graduated with the Navy's wings of gold from Pensacola Naval Air Station with the rank of ensign. He could have received a rank higher if he chose to continue his dentistry career.

As it turned out, Dr. Cox never practiced again. The aviation bug bit hard and while flying from New York to Europe on A.O.A., in 1946, he leased a war surplus, two-engine, DC-3 from War Assets. Three months later he acquired a C-54, paid \$90,000

for it, and converted it into a commercial DC-4, a four-engine prototype of the DC-6.

He left A.O.A. in 1949 to devote his full time to the budding air carrier.

Its first flights were from New York to San Juan; carrying refugee groups for Hebrew International Aid Society and the United Nations Relief and Rehabilitation Agency, flying these passengers to South America.

In the fall of 1947, the line carried excess TWA and Air France passengers on the New York to Paris run.

Original crew members for the airline came from the ranks of the military Air Transport Command and the rest (about 20 per cent) from the scheduled lines.

PILOT POLICY
OSOA's policy on pilots is set by its pilot president:

"I want the best, most experienced man in the left seat; with the best judgement and skill available. A good strong captain solves most of the problems."

"Because of my background I demand strong crews."

"Because of my background, too, Dr. Cox always carries oil of cloves (pain killer) and a mouth mirror with him. While traveling as a passenger on a flight recently, a stewardess informed the doctor that the captain had developed a severe toothache. Dr. Cox was ready for the occasion and treated the exposed nerve of one of his employes successfully."

Chief pilot for USOA is James F. Hawley who now lives five minutes from the airport and has a home in Miami. He has 23 years experience as a pilot and during the war taught military students for the Air Transport Command. He flew the China-

India-Burma "hump" and was associated with many South American and supplemental airlines following the war.

Hawley has been with USOA for almost four years. He's in charge of the complete ground school given to all flight personnel at Wildwood that stresses emergency training, ditching and uses the simulator.

Actual flight training takes place at the FAA's National Aviation Facilities Experimental Center, Atlantic City, because it's so well equipped.

Chief stewardess is Miss Scott Coburn, Concord, N. H., a former school teacher who has flown with Eastern Air Lines and Nordair.

She directs a 50-hour ground school for her girls at Wildwood that takes six days to complete. Each year the stewardesses must have recurrent training of 10 to 12 hours and includes written examinations.

Every six months the girls get a check ride where they are tested, in flight, on emergency equipment and procedures.

Girls must undergo once a year wet ditchings off Wildwood. The Coast Guard takes them out to sea, puts them aboard an inflated raft and leaves them alone for a few hours.

They must use all the equipment aboard the raft, attempt to catch fish, use flares and other signaling devices and purify sea water.

According to the chief pilot, there are now 40 pilots, 22 stewardesses and 14 flight engineers on active service. "This is the nucleus of our regular pilot staff, each man having 12 years of

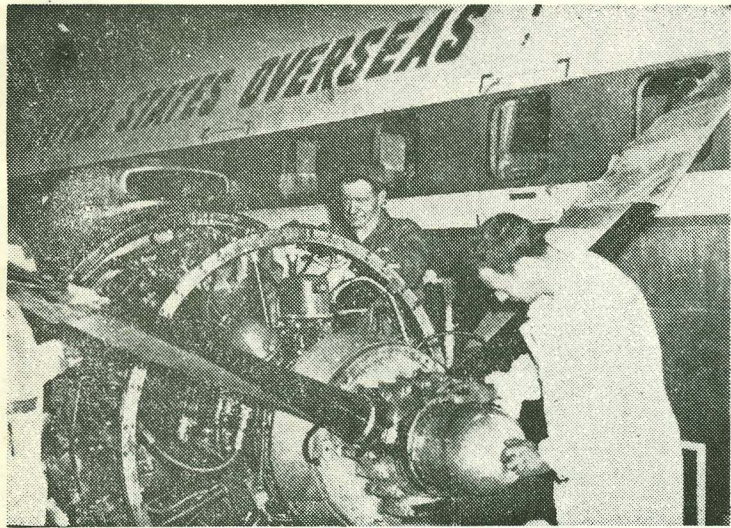
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STEWARDESS TRAINING — USOA air hostesses undergo a 50 hour ground school at Wildwood that takes six days to complete. Every six months they have a check-ride where they are tested, in flight, on emergency procedures and equipment. Girls must go through wet ditchings off the coast where they are left alone on an inflated life raft and required to use all the



emergency gear aboard. At left, Setsuko ("Suzy") Yamazato, Okinawa, and Gertrude Schuler, Switzerland, practice coffee pouring procedures in the galley of an airliner. At right, Doreen Morgan, San Francisco, Cal., Scott Coburn, chief stewardess, Miss Schuler and Suzy are checked on the proper way to serve passengers.



TIGHT TUNE-UP — Some of the crack crew members keeping USOA planes flying high are George Merkel, North Cape May, and Steve Bailey, Green Creek. Obscured by the prop at far left are Len Carsillo, Wildwood Crest, and Vince De Ceasaro, Lower Township.



METAL WORK — Joe Reagan, left, N. Cape May, a USOA employe for 11 years and foreman of its sheet metal shop, works on riveting a DC16 engine cowling with Arthur Schellenger, Rio Grande, kneeling, and Robert Taylor, Wildwood.

TWO BILLION

Continued from Page 10

experience with the line," Hawley said.

"It's our slow season," he added, "and we have 40 on furlough and 25 more on leaves of absence."

BIG INDUSTRY

USOA spent \$1.5 million in this state last year for supplies and salaries and is Cape May County's second largest industry — tourism is first.

After the Navy abandoned the Wildwood Airport at the conclusion of World War II, Dr. Cox picked the location because "little ships must stay closer to the shore." He pointed out that the airport was 60 miles from McGuire Air Force Base, 30 miles from Dover AFB and close to New York and Philadelphia which made it an ideal location.

Other members of USOA's executive staff include:

R. W. E. Cox, chairman of the board of directors and treasurer, bringing to the airline, since 1953, the knowledge acquired in business and industry and has joint responsibility for the company's financial affairs with Dan C. Cox Jr.

Dan Cox is vice president and comptroller. A director of USOA, he joined the carrier in 1951 and is also responsible for the purchase and lease of aircraft and ground equipment.

Don Gleaves, a former Atlantic City resident, recently joined the line as director of maintenance engineering after serving 22 years in the Air Force.

He retired with the rank of major and his last job was chief of maintenance for the Fifth Bomb Wing, Strategic Air Command, Travis AFB, Calif.

Gleaves makes sure the running inspection of all aircraft is performed smoothly avoiding one-shot maintenance that would

ground too many of USOA's planes at one time.

"We try to keep them out of service for a maximum of three or four days. The only way to make money is to keep 'em flying and we can't afford the luxury of grounding planes for two weeks."

The airline is seriously considering adding a jet DC-8 to its propeller fleet and negotiations are now under way.

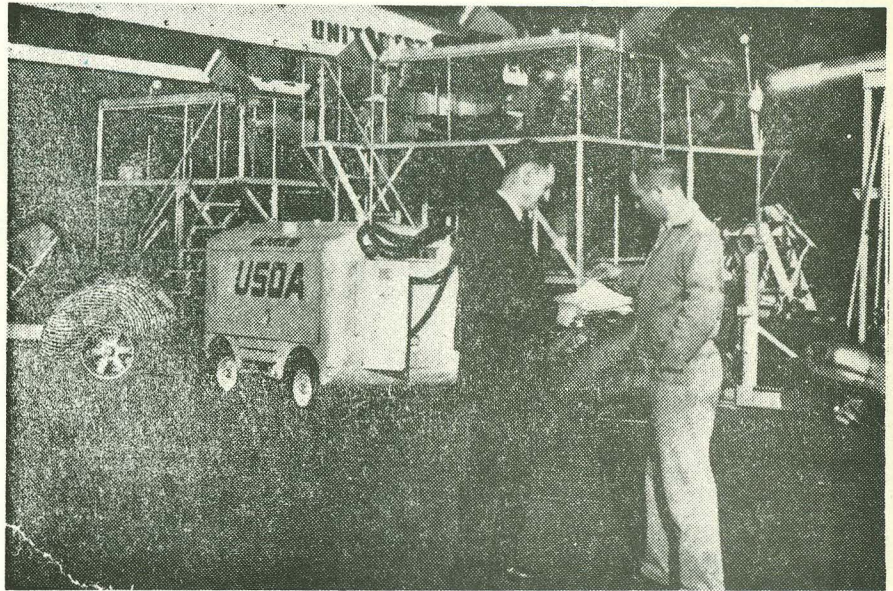
Dr. Cox said he would consider basing the plane at the Atlantic City Airport if the proper facilities were available there.

With an eye to the future he declared: "If there's trouble in Cuba, Berlin or Viet Nam we'll be ready to back up the regular Air Force like we did in the Berlin Airlift and Korean War as members of a ready civilian reserve."

"As for civilian traffic, about eight million people constitute the air traveling public. Of this number, only 15 per cent, 1.2 million fly with some frequency, providing the real base for the aviation market.

"We want to give the cheapest air coach travel, and because of our comparative size, give the quality and economy that will get more people to fly. It might take our passengers a few hours longer to get where they're going —but would they rather work two extra days just to say they flew on a luxury flight?"

"We want to serve the common man, not the 'Tiffany's customer.'"



CHECK IT OUT — Don Gleaves, maintenance engineering director, checks the crew schedules with hangar foreman Joe Moretto of Millville —keeping correlated the constant maintenance which is an integral part of USOA operation. Last year the line spent \$1.5 million in this state for salaries and supplies.