

NEWSLETTER
THE FLYING TIGER LINE INC.
(Line of the Sky Tigers)

July 23rd 1948

Vol. II No. 15

APPOINTMENT

Mr. Mayc Thomas has been appointed General Sales Manager with headquarters in the General Offices in Burbank. Mr. Thomas first came to The Tigers in October 1945 when he joined the sales force. Taking a leave of absence in January 1947 he returned to the Company in February 1948 as Division Freight Agent. Since that time he has been actively developing our foreign freight connections with Philippine Air Lines, Scandinavian and K.L.M. Royal Dutch.

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The latest system sales report shows an encouraging increase of 686 new customers with New York leading both in poundage and new accounts - 245 new accounts, total of 434,000 lbs of freight.

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The sales and traffic offices in St. Louis have been consolidated with Ray Ryan doing double duty for both departments. Offices are now located at Lambert Field. Mr. Ryan spent two days recently in Los Angeles becoming thoroughly familiar with the flower traffic which comprises about 90% of the shipments into his area.

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Douglas Duly, Customer Maintenance Representative, reports that our service record is getting around. Of fifteen ships serviced this past month, one came from Brazil, one from Mexico and one from New York. Duly is willing to go clear "Down Under" to bring them in if anyone hears of a prospect in the Antipodes.

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At a recent meeting of the Van Nuys Rotary Club, Cliff Schlesselman of BU Sales, speaker, requested before his talk how many in the audience of 75 had heard anything about airfreight. Only 4 hands appeared. At the end of his talk he had the names of 11 prospects to be called upon. During June approximately 670 persons heard about FTL at luncheon and dinner talks given in Detroit, San Francisco and the Los Angeles area. In addition Station N.Y.A., San Francisco gave us some good publicity.

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Several magazines have published articles featuring FTL, or by FTL personnel, including Aviation Week, July 12th, Air Transportation with an article (and pictures) by Mr. Prescott and Manufacturers' News, May 1948 with an article (and pictures) contributed by Mr. Anderson of CG Sales. Pamphlets regarding FTL operations are being mailed at the rate of about 50 per month to students and teachers of aviation courses which are included

in schools and colleges beginning with the kindergarten and going right through to post-graduate course. Tomorrow's prospective customers.

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Don McKay, of Detroit Sales, sent in this slogan

"EVEN IF YOU ARE ON THE RIGHT TRACK
YOU WILL GET RUN OVER IF YOU JUST
SIT THERE".

Undoubtedly he has something there.

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Charles Greene, of SF, with a new sales representative, Mr. S.V.Hurd, formerly freight agent for TWA (Replacing Chet Meade who resigned), reports a 35% increase of freight over the previous month. With direct C-54 service out of SF Monday and Wednesday for the East, it is anticipated that a steady increase in tonnage will develop.

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Connie Gerrish, who has been with Tiger Traffic Department BU since October 1947 will be sorely missed. Resigning as of August 1st Connie is taking up duties with Lockheed's Procurement Department.

After almost a month's leave Velma Mundy has returned to surprise all and sundry by going into "clothes". From slacks to Saks as it were. Her transfer from BU Traffic to a typewriter in the Insurance Department has finally converted her to post-war garb. It's nice too!

Marie Duke, is breaking in (we hope not down) to the spot left by Charla Wright in BU Sales. Coming in at a time when the new Tariff was in complete possession of everyone in the Department Marie was assured that it isn't always that bad - it gets worse. So far she is still with it.

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FTL INSIGNIA PINS

The new sterling silver and enamel pins appearing in quite a number of lapels and on some dresses are very distinctive. They are not service pins but are available to all employees and are designed to be worn as lapel buttons for men or with pins for women. Ask to see them. Obtainable from The Personnel Dept. Price \$1.30 tax included.

GRADUATES

Four members of the Company, Ted Holmgren, Hubert Jackson, Bob Woodworth and Blair Smith successfully completed the 16-week 3 Units course on Air Cargo Trade & Transportation, given at the U.S.C. night school under the direction of Mr. Mike Hackney, of Lockheed Aircraft Corporation. The course attended by all branches of the

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aviation industry included aircargo plane design, packaging, sales, operations and all phases of the air cargo industry. FTL had the largest representation of any one company.

TIGER FLYING CLUB BU

Instructor George Maruyama goes on his vacation for two weeks and will not be available until August 9th. If there is a licensed instructor who would be willing to fill in for the two weeks (for a reasonable fee) please contact Thelma Goodman in the Maintenance Office.

PICNIC

To date the picnic committee has been unable to locate a suitable spot for the picnic although a search has been instituted within a 50 mile radius. Verne Miller and Jim Campbell are still investigating and hope to find something that is not too far out that will be available for a Sunday afternoon.

REPORTS FROM THE DEADHEADS (No Reflections)

With the summer vacation season well advanced reports are coming in from the landbound personnel, those vacation-airs who gather up a toothbrush and paper sack and head for the clouds for a looksee at the Continental Divide, the plains of Kansas, the Great Lakes and all points east. Seen from the vantage point slightly behind the crews' ears America the Beautiful properly inspires raptures while the not-so-beautiful eastern electrical storms instill a profound respect for the skill and judgment of the boys "up front". While the men folks are supposed to be quite nonchalant under all conditions the feminine DH's are not at all backward in giving out with notes of appreciation:

Frances Fletcher of BU Credit says "The whole trip was exceedingly interesting especially the superb sunrise somewhere east of Kansas City. This flight made it possible for me to visit my home for the first time in 9 years".

Evelyn Abbott of the Exec. Office earned her passage back to New York rendering aid and comfort to airsick passengers on a charter job so hasn't much to report on the beauties of flight eastward. However, the thing that intrigued her westbound was sitting up front and watching all the push-pull-click-click gadgets and gimmicks in the cockpit. One more flight and Evelyn can check out as "Back Seat Pilot". Speaking of which -

Ursula Moriarty of Communications BU says her flight to New York was swell until they were met by a barrage of New York rain, lightning and such like oddments of weather which kept them "up on that airstrip" for what seemed an endless time while miscellaneous unaccounted for craft could be safely landed. However with the prayerful help of Ursula, who couldn't see a thing outside, the plane was finally landed at Newark. Just a case of keeping calm instead of being collected.

Etta Paedecker also of BU Comm. is still wondering why she couldn't have been shipped back to the west coast inside the helicopter that pre-empted her seat west from Chicago.

Esther Coy, of BU Accounting, contends she rode quite comfortably on her suitcase, was tremendously impressed by the courtesy of the crew who undertook to make the trip interesting by pointing out all the places of interest as they flew over, and by the teamwork of the crew on takeoffs and landings.

Thelma Goodman, BU Maintenance, says its an education to watch our field stations load and unload at airports where everything isn't handy like it is in Burbank. As an old timer at flying across country she was very appreciative of the courtesy and cooperation of all personnel along the line.

Nurse Duke, of BU First Aid, took advantage of her flight to attend the homecoming of her St. Michaels Alumni at Grand Forks. She was particularly happy since it was her first attendance since graduating and as a "flying member" was greeted as guest of honor. Welcoming her to Chicago was the crew on O71 and her biggest surprise after seeing O71 was to find it had departed for BU by the time she landed in CG a week later.

All DH'S were unanimous in their appreciation at being able to take the flights which not only carried them to homes and friends but also gave them an insight into the workings of FTL along the line.

Having thus been "sold on flying the freighters" your reporter is trying to gather up courage to take a trip somewhere, sometime. The most exciting experience your "R" had this vacation was riding the cable cars in San Francisco - that is what is known as living dangerously.

With all this flitting back and forth across country in practically no time at all how many remember the old days when one of the "Big Five" - then in its infant days - adopted the slogan "Coast-to-Coast by Train and Plane" and the Penn RR. advertised "Harnessing the Plane and the Iron Horse"? Those were the days when one boarded a tri-motored Ford or Fokker in L. A. in the morning, deplaned at sundown somewhere around Clovis, N.M., boarded a train for the night, detrained the next morning somewhere in the middle of Oklahoma, planed to Columbus until nightfall then took an overnight train ride to New York. Quite a system. And now come the Jets!