



# TIGER REVIEW

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## THE ART OF HUMAN RELATIONS - - - - A CALL FOR COOPERATION

When business and ethics are discussed as separate spheres, or categories of conduct, we are apt to take the cue and insist that "business is business".

Many a director is vitally interested in human relations as well as the success of the corporation but will not admit it because he is genuinely afraid of being "unbusiness-like".

It should not take an emergency to remind us that the impulse to cooperate is a part of human nature. If it were not for natural and necessary relationships, there would be no moral philosophy. What gets one going and makes him useful is the fact that these relationships give rise to problems; problems of will and purpose not merely of mathematics. If they did not, they would not be human relationships at all.

By digging a little deeper - by probing a little further - by scouting a little wider - by working a little longer - and by thinking a little harder we are enabled to think more clearly and objectively, giving us a better sense of direction, not in an effort to lay down the law but as a call for cooperation.

Any discussion of business and ethics must start out with a demand for more realistic thinking. In this field, we are not thinking for thinking's sake. Good thinking is certainly one of the seven virtues but we have to remember in which set it belongs; for there is no business that can be run on faith, hope and charity.

What we are after is that almost forgotten quality called sagacity, which sums up the effects of prudence, temperance, fortitude, justice, patience, fairness and cooperation. We cannot fix fairness by a formula - but by being honest, reasonable and just.

*Wm. E. Bartling*

Vice-President Transportation

TRAFFIC & SALES RESEARCH

Mr. George Cussen, Executive Vice-President, recently announced that Elair Smith has taken over the duties of the Traffic & Sales Research Department. Mr. Smith will continue his present functions as Director of Personnel and Methods.

When interviewed by your reporter Blair expressed the opinion that Sales Research is something in which every member of our organization should be interested. He stated, "The airfreight customers of FTL create our jobs - even those of the mechanics engaged in Customer Maintenance, because we would not have any maintenance if it were not for our freight operation.

Each one of our personnel, therefore, should think about the possibility of adding another customer to our list of shippers. For instance, did your last employer use Railway or Air Express? If so, he is a good prospect for a sales analysis by Traffic Research."

Blair also gave assurance that every suggestion sent in will be promptly acknowledged and acted upon.

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CARGO FORECASTS

That the generated air cargo of the US will attain a volume of 1,150,000,000 tons by 1955 was forecast in a study being distributed by the Airport Planning Section of the Office of Airports CAA.

This forecast was based on the assumption that passenger and cargo traffic will be equal on a ton mile basis by 1955; and that the rate level and rate structure of air cargo will remain about the same as at present. It was also forecast that air cargo tonnage will go far above the amounts forecast should cargo rates drop appreciably.

The CAA estimated in 1945 that by 1955 there would be approximately 11,500,000,000 passenger miles of domestic air travel and the air passenger traffic for the past three years has substantiated this estimate...

The CAA also predicted that as air transportation approached maturity its traffic, heretofore, preponderantly passengers, will tend to conform to the established pattern of all other forms of transport and lean more heavily toward freight.

Air cargo's rate of growth during the last 10 years has been four times the rate of growth of air passenger traffic. The percentage of cargo ton miles to passenger ton miles increased from 7.3% in 1945 to more than 23% in 1948. The assumption of equality by 1955 assumes an annual rate of growth of only 30% in air cargo and the rate of growth to date has been greater than that.

Some of the removable handicaps which have hampered air cargo development to date were cited as: too few airports capable of handling cargo planes; lack of cargo handling facilities at airports; lack of specifically cargo designed planes; directional unbalance of commodity flow; present scheduled air routes were developed for passenger traffic and do not fit needs of cargo traffic.

(Condensed from American Aviation Daily)

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FLIGHT OPERATIONS - Janet Olson

Operation Chicklift - The Tiger Chicklift operating from Hayward, Calif. to Oxnard, carried 40,000 day-old chicks from the Perry Hatchery. This operation set a new record as it was the largest single order of baby chicks ever to be flown by plane.

The operation was successfully completed in NC 18927 captained by TOMY MACHADO and co-piloted by JOHN WOODWARD. Tomy and Woody will soon be known as the two glamour pilots of our organization. This is the second time for each of them to be "mentioned in dispatches" - Tomy for his San Juan trip and Woody for the Dog Special.

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Flying Assembly Line

With Reykjavik as destination 911 left New York on March 5th with Captain R.S. ALLEN and Co-pilots STUELKE AND KORTY in command.

The trip originated in San Diego where Captain "DUKE" HEDMAN took off with a payload of wing assemblies, ailerons and miscellaneous parts to be delivered to Trans-Australia Airways whose crew had come up from "down-under" to ferry the last of an order of Convair 240's to England. Arriving at the sub-Arctic airfield the crew had made a storm-tossed landing causing considerable damage to the plane.

The 12-hour flight to Iceland from New York was made non-stop with good weather and a quick turn-around.

Ceiling Lift - on the Airlift

We don't know just how much of it they get in Germany but the impression is that there is plenty of low ceiling stuff over there. It is interesting to hear from our ex-PTL pilot Captain BUZ KILLIAN just how their landing and take-off minimums compare with ours: here is what he reports -

Minimum for take-off 100 ft ceiling and  $\frac{1}{2}$  mile visibility; while ours are 300 ft ceiling and 1 mile visibility. Their landing minimums are 200 ft ceiling and  $\frac{1}{2}$  mile visibility; ours are 400 ft ceiling and  $\frac{3}{4}$  mile visibility. Of course our landing minimums vary according to the field but the above is our lowest minimum.

The utilization of aircraft on the Lift is also greater than ours - 14 hours out of every 24, while during one month ours was  $8\frac{1}{2}$  hours out of every 24.

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Out Again - In Again - Our much transferred BILL KORTH is back in BUR again - and hopes he is here to stay awhile.

He's In - JOHN L. HOLMS, who has been doing some flying for us as a reserve pilot, and was part of the crew on the Philippine leased planes has joined the permanent roster. He will be based in New York.

\*\*\*\*\*

And they did - Settling themselves fussily in their seats aboard a New York bound airliner two elderly ladies stopped the pilot on his way up the aisle to the cockpit. "Now young man", they said, "don't be flying this ship faster than sound - we want to talk on this trip"...

FLIGHT INTO FANCY - Flight 142 of March 2nd will long be remembered by ALBA DE FLORENTIS, (BUR Acctg). This was her first time in the air and sitting behind Captain LONG and Co-pilot HURLEY, she was extremely impressed with the night cloud formations, the nearness of the stars - the sunrise over Kansas City and Cleveland sporting a California climate instead of snow.

Returning westbound from Cleveland Alba found that "I had to go east to go west"... and over Pennsylvania she was initiated into the mysteries of what goes on in an electrical storm "upstairs".... In New York she found out what happens to a low priority deadhead; after waiting for two days for a seat west she was loaded aboard the Monkey Special with which freight she kept cosy company all the way out to the coast.....

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SAN DIEGO REPRESENTATIVE

FRANK THILL, who has been covering LAX sales territories since August 1948 was appointed Resident Representative for FTL in San Diego on March 1st. This marks the official opening of our San Diego office and the best wishes of all our staff go with Frank in this new assignment.

Although we have been operating into San Diego since last October it was not until poundage began to show a decidedly encouraging increase that the company considered the advisability of appointing a resident representative. From 400 lbs carried in October 1948 the San Diego freight has increased to 67,000 lbs in February 1949.

\* \* \* \* \*

"SPAN OF FLIGHT" via FTL - Bob Hublely

On March 3rd we carried out of SFO the 22,000 lbs Curtiss Wright "Span of Flight" exhibits for the KCK show. The shipment consisted of 25 animated exhibits which illustrate the principle of jet and rocket propulsion, reversible props, electronic flight controls, power sources for supersonic speed and other highly interesting developments of today's aviation. Some of these exhibits were valued as high as \$100,000 each. The total shipment, because of its many historic and irreplaceable exhibits was officially valued at One Million Dollars - plus.

\* \* \* \* \*

FROM THE SUBLIME - down to earth!

BOB HUBLEY, we learn, has an absorbing hobby - he raises, of all things, angle worms! (and why, we want to know, do they call them angle worms? They all look very angleless, very wet and very awful). Bob is about to hatch some problems - he also raises chickens!

\* \* \* \* \*

INTRODUCING EWR - Newark Operations

March 14th marked the completion of our Teterboro-to-Newark move. The News Bureau was hoping to receive word from BILL GUNTHER about the new facilities with such details that would be of interest to all our other stations.

Lacking a personal report this month we will just quote "what the papers had to say about it".....

"This move will place the Tigers' trans-continental operations in closer relations to connecting air surface carriers on the eastern seaboard and will also provide the rapidly-growing operations of the company with additional facilities to accommodate a business increase which amounted to 125% in 1948.

"Faster and more direct ground service will be provided to and from the heart of the New York market for shippers, as well as improved connections with New England and the South."

(BILL GUNTHER will, we are sure, send us a more personal report for our April issue).

\* \* \* \* \*

INLAND RECEIVING STATIONS - New York

GEORGE DART has made arrangements for two new inland receiving stations to further expedite and improve our ground service in the New York area - DOYLE TRUCKING CO., Long Island City, N.Y., and the facilities of MERCURY GENERAL TRUCKING COMPANY's New York City terminal will be utilized.

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WHAT'S IN A NAME!

The British have an avid imagination when it comes to naming their aircraft - De Havilland, for instance, has a fighter they named the Vampire - powered with Goblin jet engines. They are built in Switzerland and Australia.

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BUSINESS AS USUAL - Under ladders and things. This month Bob Anderson writes:

From CHI Sales comes a story that really wrings our heart - but we will let PAT MORRISSEY and BOB ANDERSON tell it in their own words. Last month Pat was deep in a local problem, but the report arrived too late to hit the pages of the March issue - here it is - - -  
 "...For the past week CHI Sales has been in a general state of upheaval. The men arrived in our old office (suite 556) for cleaning purposes, and we were attempting to operate, the somewhat hindered, under ladders, furniture covers and scaffolds and among an assortment of water buckets and paint cans.

"Right in the middle of all this it was decided to move to our new accommodations (suite 1510)..This was done and now we are fairly well settled, with one exception.. the filing cabinet we were using belonged to the landlord and we had to remove its contents (and you'd never believe how much it held) and put them in a number of boxes.

"The result is, the extra room we were going to have is now filled with file folders, mailing pieces and supplies."

There you have it folks and the jury decides that Pat timed it very nicely!

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BOB GANN, the new CHI sales representative, is really getting some varied training. He spent the first two weeks at the airport helping operations. Just when he was ready to report to sales RALPH FOSTER came down on the sick list so Bob continued loading cargo. At the time he made it to the sales office Pat had left, so Sales had another recruit for dear old Smith-Corona.

"During the last two weeks I have come to the conclusion that Pat had malice in her heart when she requested a 2-week leave to vacation with her parents in the sunny south (Florida). I bring this to your attention so that anyone who has glanced at IOM's coming from this office during the last two weeks will not think Pat has been typing with her gloves on or a bottle of whiskey on the desk.

"With a great deal of confusion we completed our move to new and larger offices here in the Pure Oil Bldg. We initiated the new offices with a small party for some of the FASHIONAIR people. BILL (the fishman) AKINS, was able to get a sample shipment of shrimp out of hock at DOOTH COLD STORAGE and HENRY BACKSTROM of Fashionair did the cooking - along with Swedish meat balls and herring.

"I don't know if the party had anything to do with it but a couple of days after same the Pure Oil Co decided to take over these offices! The result is that we are being moved lock, stock and cardboard files to another office!!".

MAYO THOMAS, who has been on an extended trip east, visited Fort Wayne with BOB ANDERSON, and met members of the Fort Wayne Chamber of Commerce and some of the city officials. Some excellent contacts were made and many FTL problems were discussed with city and chamber officials.

Things are moving so fast nowadays that people who say "It can't be done" are being interrupted by someone else doing it. (Coronet)

which brings us to the story of -

The Big Black Bass who found himself in an aquarium with a school of minnows - which were just his meat! But he didn't see the plate glass partition down the center of the aquarium. For several days he knocked himself out charging the glass partition, trying to get to the minnows. About the fourth day, with a battered nose and a frustration complex he gave up.... On the fifth day the partition was removed. The little minnows swam and swam all over the aquarium... The Black Bass swam and swam all over the aquarium but he paid no attention to the minnows.... He had convinced himself "It couldn't be done" - yes, indeed business was bad!

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MAINTENANCE -- Thelma Goodman

Philippine Air Lines paid us a visit with the first of their two DC-4's coming through from Dallas. Our crews installed Hardman seats, pulled a No. 1 service on PIC-107, and wished the PAL boys well on their ferry flight to Manila, where the ship was sent to replace FTL's 566 on the Manila to Hong Kong run.

March 15th brought in PIC-108, enroute from Dallas to Manila for PAL. The ship arrived BUR at 0200, seats were loaded, the ship fully gassed and at 0430 PIC-108 was airborne. PAL representatives JAMES SEARL and PAUL DUTTER commented on the excellent service FTL maintenance had accorded them.

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NC-1000 Baker is once again at home in BUR after an extensive trip to Mexico, Miami and Florida.

Our South Pacific Queen NC 67566 is also home again after her extended duty with PAL. In her travels she visited Darwin and Sydney, Australia; Hong Kong, China; and Manila. She is now undergoing a 1000 hour overhaul (No. 5 service) double engine change, fire prevention program and extensive interior modification work.

\*\*\*\*\*

L.C. JONES, one of our able A & E mechanics has left us to go back into the USAAF. The Department is very sorry to lose him - he did such a wonderful job on the wash rack crew, but we wish him all the luck in the world.

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AL GOLDBERG, left for Newark on March 16th to complete arrangements for our move to Newark Airport. TED CHIKOWSKY and WALT WILKINSON have been busy moving and installing the necessary equipment for our maintenance facilities there.

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TRAFFIC - over the system C. England

Chuck Byrd's boys have been making an "educational" tour of the system in order to familiarize themselves with the overall picture of company operations. The company, of course, has provided air transportation, but the boys have been doing this stint at their own expense and over a Friday to Monday week-end. To our way of thinking this shows a mighty fine spirit.

Those who have completed this tour are: JIM GRIFFIN, MAURICE COSTAMAGNA; HAROLD RAMSDEN and ROY MAWORTH.

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CHI station is glad to have RALPH FOSTER back after a bout with the 'flu.

BILL GUNTHER and his station crew are now receiving their friends and freight at EWR. Understand they could do with an office WARMING - permanent heating not having yet been installed.

BUR has a new occupant -- Airborne Flower & Freight Traffic has moved in, having recently taken over our pick-up and delivery service in the LAX area. They are doing a good job -- with ROY MARSHALL, AFT's LAX Manager, at the helm they can't miss.

\*\*\*\*\*

3-LETTER IDENTIFICATION Your cooperation in the consistent use of the new 3-letter identification will be appreciated. If anyone wants additional copies of Traffic Bulletin No. 24 with the new letters the GTO will be glad to furnish them.

For Tigereview readers here they are:

Burbank - BUR; San Francisco - SFO;  
Los Angeles - LAX; San Diego - SAN;  
Kansas City - KOK; Kansas City - MKC;  
St. Louis - STL; Chicago - CHI;  
Detroit - RML; Cleveland - CLE;  
Teterboro - BDX; Newark - EWR.

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PORTRAIT . . .

of a C-54 . . .

We have a guest in our hangar. Our visitor is only one of many - - - dirty - - weary - - in for a complete check-up and a bath. She'll soon be on her way again - - back to her job on the Berlin Airlift.

These high-powered guests of ours have a sole distinguishing feature - - an NC number. Other than that, their reputation is identical... and enviable ... ships whose record of service began in 1941, millions of air miles ago.

After a stretch with the Army, she and forty-one companion planes, became the wards of The Flying Tigers when a \$5,000,000 contract was signed in January 1947 to form a supply line of high priority freight, personnel and baggage at the direction of the Pacific Division, Air Transport Command.

After eleven months of shuttling to Tokyo, Honolulu, Kwajalein and Guam, which involved more than 139,900,000 miles and over 53,000 actual flying hours, a reputation of remarkable achievement was established and gratefully acknowledged by the Air Forces Headquarters.

Then our C-54 enjoyed a brief period of relaxation brought about by a major overhaul after the conventional 8,000 hour stretch of service.

And now the Berlin Airlift, with only transient periods of revitalization. Back to heavy duty and uninterrupted pilgrimages with coal, sugar, flour and other necessities. Months of transporting this precious cargo have left their mark... her sides are scarred and encrusted with dust, but perpetual need, demanding rapidity of movement, prohibits more frequent interruption of service.

The Flying Tiger Maintenance Crews are giving this ship an up-lift - - - renewing its power, strengthening its controls, and giving it a thorough scouring, so that as long as a need exists, that's how long our protege will serve.

Take off!

(MEF)

That Baby Formula...

Some of us jumped to the fast conclusion this week that FTL was shipping incubator babies from coast-to-coast when instructions accompanying a shipment read in part: "Keep them out of drafts" - "Do not take them from a warm temperature and let them sit in the cold."

Our maternal instincts were immediately aroused and we decided to make application for the job of flying "Baby-sitter". Then we read further - - our cargo was baby chinchillas!

FTL Cargo handlers are acquiring a reputation for tenderness, gentility and parental love for our animated freight.

\* \* \* \* \*

TIGER REVIEW

TIGER CUDES

Freight Manifest Flight No. 2

Crew  
Pilot Helen Ruth Prescott  
Co-pilot Bob Prescott  
Flight Engineer Dr. Louis A. Siegel

Supercargo Data  
Reservation Code: "Thorndyke Hackenbush"  
Passenger Name Kirsten Stuart Prescott  
Weight 8 lbs 3 ounces  
Height 20 inches  
Baggage None

Flight Information  
Unloading Dock - Cedars of Lebanon Hospital  
Arrival Time - February 27 1949  
Destination - High Chair at  
14717 Sutton St., Sherman Oaks, Calif.

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The St. Louis station is still in the news - this time its "JANET" - newly arrived daughter of Mr and Mrs Noel C. Gilbert - Date - March 12th; weight 7 1/2 lbs.

ONE OF THE QUIZ KIDS

BOB GORMLEY's youngster, RICKY, started one of those things that could be called a minor eruption the other day - "What" he asked Dad Bob, "is the gadget an Indian woman carries her papoose in?"

Bob asked GENE HEAD, and Gene asked CONNIE ENGLAND, and Connie asked..... pretty soon everyone in BUR was asking everyone else. Finally someone called the Dept. of Indian Affairs and when Chief Flying Fish was queried he replied..."My wife carries our papoose in a 1949 Buick."....

So BUR still has no answer for Ricky. If anyone along the system knows the answer please send it in to the NEWS BUREAU - and it will be published, with credit, in these pages next month!

Hayday..Hayday..Hayday.....

CUB TALK

The Easter bonnet theme has caught up with aviation - three-year-old SANDRA ZIMMERMAN, seeing her first helicopter surprised mamma LOIS (BUR Sales) with the observation "Look Mummy, an airplane with a hat on".....

PEPE SPENCER, 4-year-old niece of FRANCIS WLETCHER (Credit) had just returned from a thrilling week-end on the ranch - after breathlessly describing her first horse-back ride her daddy asked "And did you ride bare-back?" "Oh, no Daddy", was the wide-eyed reply. "there weren't any bears there..."

SHE CAUGHT A WHALE - of a sunburn

"It was small but tasty" says LOIS ZIMMERMAN, describing her whale of a catch down Ensenada way. At least she thought it was a whale but it proved to be a 15" sea bass. Lois and husband Paul, together with two other Sherman "Oakies" chartered a fishing boat over a recent week-end and sailed out to the rugged surf-battered Treasure Island, of R.L.Stevenson fame, where they cast their hopes and lines into the ocean.

The week-end netted a lot of fun, some fish and a good sunburn. As Lois said, from what she could see between sessions with mal-de-mor, Treasure Island may be devoid of old type buccaners, but it abounds in lovely spring flowers, and swarms of seals and seagulls.

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BUR CONGRATULATIONS - RHEA LOGHARD our much harassed "Fills People" girl, has withstood the rugged FTL elements for 2 years - - - LOLA FARNES, BUR Sales, celebrated her 2nd year with the Tigers in February and - we don't know how she did it - but she has mastered that Rate Clerk's nightmare...The Tariff. VEVA TEMPLE, Payroll, deserves Honorable Mention. Veva gets up at 5 AM to be at work in BUR by 7:30 am. Living in Manhattan Beach calls for a complicated routing via busses. We haven't had the heart to ask her when she gets home at night - It must be love - for dear old FTL.

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FLYING TIGERETTES - Moans from Maple Alley where they bowl every Friday night.

ESTHER COY, has been missing from the line-up for several weeks but sacroiliac trouble has not prevented her from showing up to root from the benches - Esther is currently humming "South America Take It Away".. LA VOIRNE HERALD says "Anyone want to buy a new bowling ball? This one was supposed to be full of strikes and all I get is the seven pin"...MARIE SCOTT moans "It ain't right! That was right in the pocket.. look at that one pin stand there"... VELMA MUNDY is disillusioned "Oh Gee, I thought I had those. How can you get just one when they are so close on the alley!"... BETTY EDMUNDSON sighs "I wish people wouldn't tell me how to bowl - I get so CONFUSED"... SUE WARNER is going to take up knitting "The darned ball won't come up. Well, there goes my average again...guess I had better try something different."

The girls are still in the running for second place, but could use a little boosting from the grand stand - we would like to see you there... SUE WARNER.

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SOFTBALL TEAM - Out Front John Reeves

The Tiger softball team is coming along very well. We have had one practice game on March 15th with PHIL RAUCH STUDEBAKER team in Burbank and won 9 to 1.

We had 2 practice games this week, one on Tuesday the 22nd and another Wednesday 23rd. These were our first games under lights.

Our new uniforms have been received - to say the least they are LOUD - If we never win a ball game, the spectators at least will know The Tigers are out there! The uniforms are blue and bright red...

It is still not too late to win a berth on the first team and get one of those nice red uniforms. Practice is twice a week. Everyone interested come on out!

The place - ROSCOE PLAYGROUND on Vineland north of the airport.

TIGER SQUARES

EVELYN and HOMER FLETCHER rounded up a number of friends, including LEONA and PAUL ROSS, to watch the Annual Roundup of the Los Angeles Square Dance Assoc. via the Fletcher Television.

The Roundup was held in the Pan Pacific Auditorium LA, where 1700 people, attired in colorful costumes danced while 3000 enthusiasts watched from the sidelines (and lucky television owners avoided the crush and watched at home!)

Watching this contagious performance and hearing the rhythm of the bands naturally wound up with a "square" being formed in the Fletcher home. The party danced and the walls vibrated to the calls of Carl Hyles' recordings.

Tabulating, enmasse, attended the Square Dance at Farnangles Playground, Hollywood, on March 19th.

HANGAR FLYING - Ed Taesch, Tiger Flying Club President.

NC 9162 Easy (but not too easy), our Club plane, has now survived three or four ground loops, with wing tip damage each time but 62 Easy is still going strong. (Note - any ideas for retractable, or rubber, wing tips??)

The ship is now equipped with the finest radio equipment, VHF transmitter, HF receiver, dynamotor, new high output automatic controlled wind-driven generator and 12 volt battery. In addition we have running lights, instrument lights and sensitive altimeter.

Let's hear from you hot pilots who are interested in checking out for night flying - just to mention a few AWOL's: TED HOLMGREN, DOUG DULY, BOB GHORRLEY, EARL NICHOLS-ROY. Let's get in some flying - Instructors GEORGE MARUYAMA (Swing) BILL JONES (Days); and brother WALT LOEFFLER, who has just acquired his instructor's rating, are all eager to impart some of that birdman stuff to you fledglings.

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ENGINE BUILD-UP

EB is literally popping its gaskets with news this month..WALLACE STEVENS signs up BETTY GARDNER of BUR as official co-pilot on April 2nd, after which they will take his low altitude Ford on a x-country honeymoon..JACK STRUDER's 10-month Junior Miss is a real charmer... FLOYD FUMK's Pyramid Club failed to pay off in cash, his winnings were more ethereal a possible "future" instead of a "fortune". COLLEY retains charter membership in the "Whopper Club" with that trip from San Diego to LAX on 1 Qt of gas...

HENRY MERAZ is soon to claim another "exemption" - he hopes it will be a boy.. Busy Beaver JERRY BUCHANAN is looking for more and more of less and less mountains of work.. BUCK BUCHANAN's transmitter troubles turned out to be in the exhaust.. The Doctor predicts it will be twins for SOL "Porly" BISK....

The E.B. boys have done a fine job of fireproofing the two 1820's for ED PAULEY's Lodestar, replacing all those old type lines with fireproof hose.

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OFF THE BENCH

Marge Fortin (BURsales) piloted a CAA Flight Examiner through the usual maneuvers on March 12th and was rewarded with an official "Airman Certificate".

Marge started her training with CHUCK WOLFE, in San Diego, and has been beating a path down there week-ends to complete her training. It finally paid off... and here's Congratulations!

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CARGO CLASS VISITS FTL

BOB McNALLY, of BUR Sales, who is taking the Air Cargo course at the University of Southern California, under MR. MIKE HACKNEY, conducted his class of 30 students on a tour of our BUR operations on March 16th.

This was the first practical "demonstration" the class had received and it proved very interesting to all the students.

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IN OUR NEXT ISSUE

The TigeReview will present the first of a series of brief interviews with our "original" FLYING TIGERS, alumni of General Chennault's AVG; the boys who are still with us and banking on FTL to make it "over the hump".....

WATCH FOR IT

IN THE MAIL

HELEN TIMM, (Swing Tool Crib) has been kept busy writing letters for JIM DUREN and the boys who have been writing to Congress, the CAB and Walter Winchell.

Jim reports that some replies have been received and that he obtained some 17 signatures from the boys and in addition GEORGE MARUYANA, ED TAESCH, and IRVIN STONE have written regarding the Airfreight Case.

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SPEAKS TO BUSINESS MENS CLUB

BOB WOODWORTH, BUR Sales, spoke before approximately 35 business men on February 23rd when he addressed the Beverly Hills Business Men's Exchange Club.

His talk covered the background and organization of The Flying Tigers; the growth of the airfreight industry and its relation and importance to the future of transportation.

KEEPING UP WITH THE TIMES - through the American Aviation Daily -

United Air Lines has assisted Lehigh University scientists in a study of the characteristics of cosmic rays. Special photographic film carried in the pilots' compartments on several transcontinental flights at high altitude picked up traces of the rays and made them available to the University for microscopic study.

\* \* \*

Northrop XF-89 Scorpion all-weather fighter is capable of speeds in the 600 mph class; is designed to operate at altitudes above 40,000 ft; is equipped with complex electronic equipment enabling it to penetrate darkness, storms or fog; is manned by pilot and radar observer. Its rearing tail, which gives the appearance of an angry scorpion, gives the aircraft its name.

\* \* \*

Convair B-36B's have made two missions in which they stayed above 40,000 ft for 12 hours or more.... This information is significant since it has been conclusively proven in tests that jet fighters, unless specifically designed for interception duty, cannot stop a bomber at altitudes above 40,000 feet.

The tests matched bombers such as the Boeing B-29 and B-50 and the Convair B-36 against the Air Force's three jet fighters, the Lockheed F-80, Republic F-84 and North American F-86. Although the fighters were able to make a few successful intercepts, the average was so low that Air Force officials are now more concerned with the development of new high-altitude interceptor fighters than with the vulnerability of their comparatively slow bombers.

The problems of bomber interception are so numerous that the bomber has a decided edge - the high-flying bomber cannot be located visually and must be picked up by radar; the fighter must be directed to it by radar. It takes the average fighter 26 minutes to climb to altitude, find the bomber by radar direction and position itself for a pass. In the above tests the fighter was never able to make more than one pass before the bomber reached its strike position.

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A new automatic GCA set eliminates the need for a human controller. The set consists of an automatic tracking device, similar to the type used in gun-lying radar sets, which picks up the "pip" of an airplane as it turns into its final approach to the runway, and transmits electronic signals to a set in the plane which indicates to the pilot his off-course error and the error in the rate of descent, by means of a "zero" needle. As many as 10 planes can be handled at once by the new set....

\* \* \* \* \*

Martin Caroline Mars set a new record March 4th when it carried 269 passengers and crew members. Previous record was set by a German flying boat - the DO-X in 1929 when it carried 169 persons.

\* \* \* \* \*

Boeing B-50 - The Lucky Lady II, making the first non-stop round-the-world flight in 94 hours, averaging 249 mph did not set an official round-the-world record. This record is still open as no one has yet flown the official route which is from New York to Europe-Karachi-Tokyo and back via San Francisco - 19,500 miles.

Also back in 1929 Major Carl A. Spaatz and Capt. Ira C. Baker stayed aloft 151 hours in a Fokker trimotor, the "Question Mark", to set an endurance record which still stands.

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James Ray, successfully performed the first known helicopter loop, when he found the plane in a vertical position after a dive. Deciding it would not take a forward motion from that position he continued through the loop.

(A neat trick if you can do it)

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TIGER NEWS FROM MANHATTAN - Bob Burke guest reporting for Ed Murphy

JERRY PROVENCE, the new addition to our NY sales staff comes to us from United Air Lines where he has just completed two and a half years service. We are betting on Jerry to draw a lot of his old "fans" into the Tiger camp.

PAUL BONLER - busy painting his house planned on having all the guys come over for a "house painting" - with beer. Second thoughts, however, revolved around the idea that beer and paint mixed in the right quantity, but applied in the wrong place could produce hectic results - so the party is temporarily off.

Manhattan was recently visited by MAYO THOMAS, our General Sales Manager, who gave the Big City boys some fresh and valuable new sales angles which will be incorporated into our eastern campaign.

ED MURPHY has been working with AL SKEA, Aviation Reporter for the "Newark Evening News", on a story about Captain RAY ALLEN, which has resulted in a new phrase being coined "Aerial Truckdriver"..... (Ed note: We will be interested to hear more about this story....)

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WANTED: Slogans for the Tigers -- by the Tigers!

Take the initials of our name F T L and think up a slogan such as - FLY THAT LOAD - - and send it in to the NEWS BUREAU - The best slogan of the month will appear on the front page of TIGERREVIEW with due credit given.

All slogans will be kept on file to be used - on mailing pieces - calendars - and all types of advertising and credit will be given in these pages for all such slogans used....

SO GET IN THE FLYING TIGER SLOGAN CONTEST....Sponsored by BOB BURKE.

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NOTE: The Editor would like to point out that THE BACK PAGE is allotted to the "Creeping Kitties" - who do not get their news in in time to make a better position in the paper.....As a matter of fact the TIGERREVIEW was already "closed" when this NEW YORK brief was received - MARCH 24th. The deadline as announced in the February issue was MARCH 16th!

DEADLINE FOR THE APRIL ISSUE - - - APRIL 20th!