

INCOME TAX

FORMS 1040 & 1040A

The employees annual earnings statement, form W-2 will be distributed by January 31st. This year it will be necessary to file your return on Form 1040 or 1040-A. The W-2 earning statement must accompany your return. Since most employees will probably file on Form 1040A, one of these returns will be given to each employee with the W-2 earning statement.

The accounting department is preparing the W-2's now. Please be patient as they will be distributed before January 31st.

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EMPLOYEES

CREDIT

UNION

The Flying Tiger Employee's Federal Credit Union is fast becoming a tremendous success. At the end of December the Credit Union was two months old and had 181 members. Savings in the Credit Union amounted to \$9,779.68. Loans totaling \$5,997.50 had been made to 41 members.

At the rate FTL employees are utilizing their Credit Union, it is expected that a dividend, possibly as high as 6%, will be paid on savings this year. The interest rate on loans from the Credit Union is fixed at 1% per month on the unpaid balance.

The operation of our Credit Union is under the supervision of a Federal Examiner and is subject to the regulations of the Federal Credit Unions Act.

If you have not yet signed up for a savings program, through payroll deductions, do so at once. Contact DON LADD, Treasurer of the Credit Union, Accounting Dept. BU. Contact Mr. Ladd also, if you desire a loan.

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T. W. HOLMGREN

Assistant LA District Sales Manager

Ted Holmgren, who has been making a name for himself in connection with the promotion of our produce and fish business, has been appointed Assistant to Len Kimball, LA District Sales Manager. Sales Offices over the system have become acquainted with Ted's blitz methods during his short and effective visits to their territories.

A Native Son of California, Ted has been with the Tigers a little over a year. He spent some five years with the Air Cargo Division of Railway Express prior to the war and can remember loading the first C-47 cargo job for one of the major certificates.

* * *

ROBERT D. BURKE

New York City Sales Manager

The appointment of Bob Burke as NY City Sales Manager followed the news of the resignation of Frank Plummer. Bob has been with our NY Sales force since April 1948, having previously been associated with Cal-Eastern in Newark.

On October 8th last Bob Burke was appointed resident representative for the Philadelphia-Wilmington-Camden territory, which territory he will still handle from his headquarters in NY.

* * *

NOEL C GILBERT

Sales-Operations Manager at LS

With the transfer to BU Operations of Ray Ryan the "one-man organization" at LS has been filled by Noel C. Gilbert who came to the Tigers from Chicago & Southern Airlines, where he acted as Chief Freight Agent for 2 1/2 years. Mr. Gilbert's brief visit to BU did not allow us to become too well acquainted but we look forward to seeing him on January 29th.

* * *

FLIGHT OPERATIONS (Janet Olson)

With the termination of the lease of 911 to Philippine Air Lines the flight department is glad to have the members of the crews who were assigned to that operation back at home base. CAPTAINS HAYWOOD, LAMB, SEYMOUR and HURLEY and CO-PILOT KORTH, all missed Christmas at home - but arrived back to catch our "weather".

During the past month CAPTAINS RUSSEL, and HOOPES and CO-PILOTS KORTY, STUELKE and SOUERS, eastern based crews flew the California run - it was KORTY'S first trip out to our Western terminus. Assistant Chief Pilot R.S. ALLEN, from Teterboro, also paid a visit to the BU terminus.

CAPTAIN BOB MARTIN and CO-PILOT CHUCK BONAUDI thought they had made a record flight BU-KG when they logged a 5:24 trip - but CAPTAIN JOHNNY LONG still holds the record with 5:22. (This must have been almost as disappointing as the time Roscoe Turner lost the Bendix Race and \$4500.00 prize money to Benny Howard who beat him by 45 seconds - BU-CV.)

SUN GLASSES & THE PILOT

The American Aviation Daily 1-14-49 published the following item of interest to flight personnel:

"Wearing polarizing sun glasses can constitute a hazard to a pilot, according to a report issued by CAA's Medical Research Lab. The glasses can cause spots and streaks in front of the pilot's eyes because 'strain patterns' in the plane's windshield may become visible when light is polarized. The report, entitled "Strain Patterns in Aircraft Safety Windshields and Visibility Through Polaroid Sun Glasses" is available at the office of Aviation Information, CAA Washington, D.C. for 25¢ per copy."

MAINTENANCE (Thelma Goodman)

BU Flight Maintenance in addition to the routine job of keeping our six DC-4s on schedule has been servicing a number of outside customer ships: Cantley & Tanzola's Beechcraft and Ed Pauley's Lodestar, both of which are considered practically members of the Tiger family, and Consolidated Steel's PV-1 which is being converted into an Executive plush job which promises to be an "exhibit" piece when completed.

DOUGLAS DULY, Maintenance Sales Rep. reports he has been working on a new contract with Aircraft Sales, Ltd., for a considerable number of AT-6's to go through our shops for overhaul - final destination, Karachi, India.

T R A F F I C (Connie England)

BU welcomed RAY RYAN as Assistant Station manager. Ray came out to the Coast from LS where he has been holding the fort since May 1948. He isn't sure yet whether it was a wise switch as he arrived with his family -- during our "unusual" climate.

A problem passenger rode our line the other night - let's call him Posey Pup. It seems he chewed his way out of his cage enroute from SF and finding nothing else to eat proceeded to whip up a salad from a box of flowers. BILL TUFTS is left to explain that one.

We hear a rumour that our new LS Station Manager, MOEL GILBERT, is allergic to stray dogs -- something to do with buttons and belts!

The last shipment of California Modern Furniture that went east to NY - 7,000 lbs -- could well be used as a model for all furniture packing. Wrapped for shipment by the Sherman Bertram Furniture Company, LA, it

was completely wrapped in heavy brown paper and cloth binding.

HILLS

BROS

COFFEE - CG-SF

MIKE CARNES of SF Traffic was on the receiving end of a nice shipment from CG Hills Bros. of coffee fame recently moved their entire accounting department to SF and to expedite the big move flew 17,000 lbs of equipment, ranging from waste baskets to IBM machines via FTL. The move was completed during the holiday week.

SALES

THOMAS HARVEY is making a scientific analysis of commodities which at present are not moving by air but which it is believed will be potential airfreight movements. This will materially assist our sales force in their solicitation programs and further build our growing number of new accounts.

An intensive campaign is also being carried on to swing excess baggage of airline passengers formerly routed express with much loss of time, or via airline at considerable expense.

FRANK THILL, LA, finally broke into a particularly elusive account the other day. Announcing his name, he was rushed right into the head man. He was no less perplexed than was the "prospect" who welcomed him, when it was discovered "Thill" was the name of the company's Chairman of the Board. Anyway Frank got a chance to tell his story where, it is hoped, it will do the most good.

DOE MCLAY, DT., our slogan-of-the-month man sent in this one:
"One of the most efficient sentences in the English language: I DON'T KNOW - LET'S FIND OUT".

TIGER

FLYING

CLUB (Blair Smith)

Since the beginning of the Tiger Flying Club, some months ago, three student 'dodo birds' have shed the clay from their feet which bound them to the mundane earth and have taken to the skies as full-fledged solo pilots. The three new pilots are THELMA GOODMAN, AL GOLDBERG (BU Maint.) and BLAIR SMITH (Personnel). When asked for a statement about their solo flights, the fledgling pilots expressed an earnest wish that all Flying Tiger employees could experience the thrill of that first solo flight.

The Club plane has just been equipped with a VHF radio transmitter and will soon have navigation lights installed. Outsiders who have rented the plane, have commented that it is the best equipped and maintained club ship they have ever flown.

Any employee of FTL, or relative of an employee can join the Club. Instructors are available. The cost is small - the pleasure great. Contact Thelma Goodman, Blair Smith or ED TAESCH.

A non-member of the Club said that her most vivid impression of her first solo flight, longer ago than she cares to admit, was complete surprise that everything functioned normally without benefit of instructor. In those days it was customary for the instructor to impart these grim words of warning as he clambered over the side of the ship "Now remember if the engine quits on the take-off don't try to land on the airport, go right into Valhalla. (Valhalla, for the benefit of the uninitiated being the cemetery across the tracks from Lockheed conveniently in line of prevailing take-off.) Then as an afterthought he would add "and when gliding in for that landing don't forget to listen to the wires hum, or you will hear the angels sing" referring to the complete lack of instruments other than a tach and the wind in the wires. She claims she can't join the Club because now flying is too complicated - VHF's and things.

THE NEWS BUREAU

The Company has established a News Bureau at the General Offices in Eurbank, under the direction of MR. LEN FITZBALL, LA District Sales Manager, assisted by KATHERINE M. SMITH. Press releases and trade feature articles will be prepared for distribution to newspapers and trade publications. In this connection it is requested that all newsworthy items be channelled through the local District Sales Manager, who in turn will forward them to the News Bureau.

The following releases were recently placed with all District Sales Managers for distribution to the local press and they are herewith condensed for the information of all FTL personnel.

* * * * *

"The Flying Tiger Line, first of America's post-war airfreight carriers saw its operations reach record-breaking heights in 1948, climaxed in the last half by the first consistent money-making period in Company history.

"Robert W. Prescott, President, and founder of the line nearly four years ago, reported that the Tigers had topped all previous operating records in every department.

"Averaging better than 1,200,000 revenue ton miles a month in the last six months of 1948, the Tigers flew some 13,500,000 revenue ton miles in 1948, compared with 6,000,000 in 1947; 5,800,000 in 1946 and 325,000 in 1945.

"The encouraging recovery from the severe strains imposed upon our Company in the first three years of operation can be attributed to two factors.....

"1. The action of the C.A.B. last July in establishing a rate floor, thus eliminating the cut-throat competition which had put every airfreight operation in this country in danger of bankruptcy.

"2. A growing realization by shippers of the very substantial benefits and economies possible in the use of airfreight."

* * *

"Airfreight, now the most rapidly growing segment of America's commercial aviation industry, can pay its own way, free of subsidy, only if all-cargo carriers are permitted to furnish competition for the passenger lines," the Flying Tiger Line declared in a brief filed with the CAB following the recent supplemental hearings in the Airfreight Case.

"The passenger airlines, which oppose certificate applications of such carriers as The Tigers, have proved by their own record in the hearings that they are not geared to airfreight..

"The passenger lines proffer their form of service to a great many more points than do the cargo carriers, but carry little airfreight from any point..

"Despite the demonstrated demand for long hop movement of large shipments, the passenger lines are, for the most part, carrying small packages for short distances.

"Although passenger lines serve the points served by cargo carriers, at those points they handle but a fraction of the volume handled by their cargo carrier competitors.

"The passenger lines still boast of 'available' cargo capacity of combination passenger-cargo planes. They confess extremely low load factors

for this capacity. Now they have begun to use all-cargo planes after cargo carriers have proved this is the only practical way to move air-freight in volume.

"The passenger lines have available all-cargo planes in direct competition with all cargo carriers now. But they confess extremely low load factors for these planes too, in contrast to the high load factors of the cargo carriers, who are flying more total airfreight in their all-cargo planes.

"The success of the cargo carriers over the past months has brought about a sharp reversal of position by the passenger lines.....

"At the original hearings two years ago, the passenger lines denied there was a potential in the airfreight industry, the CAB was told ...

"At the supplemental hearings, the potential has become highly desirable to them and the passenger lines now admit that the program of the all-cargo carriers is the only way to achieve success in this new industry.

"As a result, witnesses for American Air Lines and United Air Lines made belated attempts to reverse the testimony of their own company ~~witnesses at the original hearing.~~"

* * * * *

ESPECIALLY FOR
OUR EASTERN OPERATIONS

It has been reported that California bound planes are to be equipped with skis Don't you believe it!

This, of course, is a slight exaggeration and we have now found out what that white stuff was . . . nothing more than a publicity gag for some company that wanted to sell a new-fangled product called "Anti-Freeze" which was planted about this time at most of the auto service stations!

AP reported that Herman Rinear who won the title of Alaska's biggest liar in Fairbank's annual whopper-spinner contest (the prize being a trip to LA and \$500) admitted that "they won't believe me back home when I tell them about this."

And that report about a big blow in California was not referring to a wind - it was just our State Chamber of Commerce explaining!

* * *

PAGING

FRANK

BUCK

We may have missed a shipment of elephants in SF but BU got a planeload of wildcats - 27 of them and Mr. BOB PRES-GOTT who was in charge of loading and unloading operations had his hands full but came out of the ordeal alive and unscathed. The wildcats had the time of their lives as they broke loose in the hangar going through a couple of planes, the instrument shop and other vital spots. FTL Director HOUSTON REHRIG brought the shipment over to us but had the foresight to include 9 fathers of the Pasadena Wildcats Fathers & Sons Club.

* * *

WELCOME -- FORMER TIGER

Former buddies of Dr. L.J. Richards were glad to renew old acquaintance again when he visited the EU hangar recently. Dr. Richards went through the bombing raids and fights with the Tigers (AVG's) in 1941-43 and has just returned after 4 1/2 years in China where he has been associated with Central Air Transport.

* * *

THAT CHRISTMAS SPIRIT

The Tiger's Second Annual Christmas Party was held in the hangar at BU on Christmas Eve and we are only sorry that everyone in the Company could not be here to celebrate with us. The Christmas spirit was ushered in a good two weeks ahead of time by the Accounting Department with a lovely white tree decorated in red and silver - the other departments soon followed suit and decorated trees sprang up all over the place and varied colored stuffed stockings appeared in the windows. For the major job of converting a section of the hangar to a party-like atmosphere credit goes to GENEVA SCHINDELE of Personnel, who did wonders with red and green streamers and colored cellophane "rain".

Santa Claus in the person of JOHN MOBLEY (Maintenance) distributed gifts which had been brought in and placed under the tree, by each member of the organization who had drawn names through payroll department.

Unexpected talent came up from all quarters and Captain ED McDERMOTT, composer and producer, sang a specially dedicated number entitled "No Certificate" accompanied by Chief Inspector PAUL GRACE at the piano (and trombone); BOB GHORILEY, harmonica; JOE BAKER, trombone and W. MROCZEK, guitar. (all of Maint.) It had been planned to reproduce this classic but unfortunately legal and other ramifications, including no sound effects, prevent publication at this time.

* * *

WELCOME TO BU

BU is preparing to put out the Welcome Mat for some fourteen of our Station and District Sales Managers for the Annual Traffic and Sales Meeting to be held in Sunny California - yes, we mean it - on January 29th to 31st.

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ACCOUNTING (Velma Mundy)

As an outcome of the Christmas party there can be no excuse for incorrect answers from the Acctg. Dept. FRANCIS FLETCHER received a "Crystal Ball" - which she said is "something she has always needed." However, Swami Fletcher says she will still require a certain amount of tangible information before consulting the Crystal Ball for the right answers to your problems.

If your correspondence has received slightly "brittle" answers lately from this department its because even the typewriters have been frozen - and as BILL HUTCHINSON, (Elec) said "What these Hollywood Producers won't do for a movie!"

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PERSONALS

A/B Request & Shipping Order No.171577 had an interesting consignment - to-wit:

Consignor: The Stork, Inc.
Address: Passavant Hospital
City: Chicago, Ill.

Consignee: Marian & Bob Anderson
Address: 1119 Washington Street
City: Evanston, Ill.

No. Packages: 1 Weight 7 lbs 1 1/2 oz
Description: 1 Baby Girl (Hollis Kristen Anderson).

Remarks: Mother & Baby doing fine.
Date: Dec. 16, 1948. Time: 11:59 p.m.

* * *

We are sorry to report that Captain HURLEY was called back from the Philippines due to the death of his father in Chicago.

* * *

On January 5th the Purchasing Department looked like a well-stocked kitchen. The occasion was an impromptu shower for MARIE SCOTT, who on January 6th changed her name to Mrs. W. Miller.

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TIGER REVIEW

司公空航虎乳

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Lockheed Air Terminal

The Flying Tiger Line Inc.
Burbank, California

Vol. 2

February 1949

No. 2

To make 1949 "OUR BREAK OUT YEAR"

We Must Do "THE BEST & THE MOST EFFICIENT"

* * * * *

George T. Cussen, our executive vice-president, some little time ago sent a message to our sales and station managers. We have had so many requests for copies of this message that the Tiger Review is presenting a resumé of those portions that are particularly appropriate at this time.

* * * * *

"Following the pattern of all transportation companies in years gone by, one of the existing airfreight carriers will eventually become known as 'The Best and the Most Efficient'.

"Now is the time for all Flying Tiger personnel to build 'The Best and the Most Efficient'. Whether it be today, tomorrow or next year, rates will be equalized, aircraft will have no deciding advantage one over the other, time en route will not be a permanent sales advantage and progress, as well as survival, will be determined by the degree of SERVICE rendered.

"Service has been a much abused word. However, there is no business in the world so dependent on that word as the transportation business. Provided all else is equal, and it cannot be otherwise, service is all we have to sell, and all we have to hold our patrons and to create new business.

"Service starts with the answering of the telephone.... We are not doing a favor to a customer by handling his goods...

Continued on Page Two

it is our duty and our responsibility to listen to what he has to say, in detail if he cares to go into it. He pays our salaries, he buys our gasoline, he keeps us in business... We are inclined to forget that The Flying Tigers' business is our business, it is our future, it is our security.

"Competition is greater today than when this company was founded. It will become more keen as time goes on. We must recognize this fact and meet it with greater personal responsibility to our shippers. We must beat competition to the punch. Never forget the other fellow is trying to get our jobs - yours and mine. He wants us to fail, to leave the field of transportation and as a result narrow his field of competition.

"During the early stages of this company's development into a nation-wide, and later a world-wide airfreight carrier, there were many existing factors that contributed to our future growth and success.

"The very fact our company had been founded and was operated by members of General Chennault's Flying Tigers, whose magnificent battle record was impressed on the minds and consciousness of the great majority of Americans was a most definite factor in our favor.

"Airfreight as such, during this early development stage, was new. It was considered by many as an experiment. It was novel and different. It had appeal to certain shippers which was comparable to the reaction of the early day passenger plane patron. Its very nature contributed to natural publicity, a fact which many shippers were prompt to evaluate and use...

"As a result cargo carried by our company automatically divided itself into two categories:

"Shipments which for one reason or another demanded speed far greater than could be provided by surface transportation. In other words 'spot shipments', utilizing the speed of the airplane but

not taking into consideration the basic factor of 'economy'.

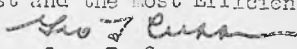
"Shipments which, as a result of the newness and novelty of airfreight, would result in general public and 'trade' publicity.

"As a result of current statistics available it is apparent the day of the occasional shipper is about over inferior as maintaining our own economy is concerned. Traffic Managers of large concerns, men who are versed in the economics of transportation, are accepting our service in increasing numbers based on economy of airfreight.

"The prime responsibility of a traffic manager is to secure the fastest possible movement for his company's product at the least expense. Traffic Managers definitely are not philanthropists. There is little place in their philosophy which permits them to expend their company's money 'to assist a new industry'.....

"We have come too far to jeopardize our position by inferior service, we can win out! We can be 'The Best and the Most Efficient' if we will only go out of our way, busy as we may be, to show the same courtesy to those who come to our business door as we would show to an old and valued friend who might unexpectedly appear at the door of our home.

"There are powerful competitive influences in air transport working against us. They will lick us if they can. They cannot lick our maintenance, our flight personnel, our sales efforts, the spirit of cooperation which the members of all departments within the company have exhibited one to another. The only vulnerable spot is 'Service on the ground and aloft'. If we are aware of this danger and work together to perfect our objectives we cannot fail to accomplish our ideal - - - 'The Best and the Most Efficient'."


Geo. T. Cussen
Executive Vice-President

There is no intention of suggesting that George Cussen's message requires substantiation but the following extract from an issue of the Chicago Journal of Commerce will serve to illustrate what is meant in the last paragraph of the message:

"REGULAR LINES DISPEL GLAMOUR OF AIR FREIGHT "

"Washington. The scheduled airlines believe they have adequately dispelled the 'glamour' of the air freight business by their efforts to dissuade the Civil Aeronautics Board from handing out certificates to the independents as recommended by the board examiners.

"In moves to bring the 'cold facts' before the board, American Airlines, for one, has briefed the board on traffic figures showing that the bloom is off.

"American presents this picture of the applicants today:.....California Eastern Airways, an applicant serving eight major cities, had to abandon operations and enter bankruptcy.....Slick Airways serves only ten of the 26 cities it was authorized to serve under 292.5 of the CAB economic regulations.....Flying Tiger Line confined its entire freight service to only eight of 14 cities it is authorized to serve.....

"American says 'The applicants who have transported the most substantial tonnage have suffered the most excessive losses!.....'"

This is only a portion of the editorial but it is something to think about and something which it is hoped will make every member of The Flying Tiger Line determined to see that no individual effort is spared to put the organization "over the hump" and "out of the rut" - - to make 1949 our Break Out Year.

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"RED" DUEHREN, crew chief on night Maintenance, has asked the men on his shift to write to their Congressmen urging the hastening of the Airfreight Case decision. A list of Congressmen was obtained from the office of Mr. Prescott.

Mr. Prescott would appreciate hearing of any similar action that is being taken by other members of our organization.

It is encouraging to know that hundreds of our shippers have supported our case through letters to the C.A.B. urging certification of ourselves and other independent airfreight carriers.

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FLIGHT OPERATIONS - Janet Olson

CAPTAIN BUZ KILLIAN, a former Tiger pilot, now on the BERLIN AIRLIFT, reports that he is now a member of the American Coal Co and has the distinction of being one of the few FLYING COAL TRUCK DRIVERS. The coal costs Uncle Sam \$165.00 per ton from the mine to the users in Berlin.

Buz makes three trips a day, weather permitting and of course the weather minimums on the "Lift" are very much lower than those set up by the CAA for our use at home.

Buz sends his regards to all his old friends in the Tiger family.

* * * * *

For the layman here is an interesting comparison of the mileage flown by the Tigers - the average Captain flies enough miles to make one trip around the world every six weeks. Our mileage will equal 15 trips around the world a month, and two and a half trips a week.

* * * * *

Co-Pilot BILL KORTH was transferred to the east coast from Burbank on January 24th.

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WANTED - De-icers for Ducks

During a recent snowstorm back in Kansas City, a young Kansan was busy with the snow shovel in front of his home. Suddenly an unexpected visitor spun in out out of the wintry sky. Picking up the stranger he noted that her wings were covered with sleet and ice and that she was too weak to continue her journey South.

Taking her into the house a de-icing job was performed in the warm basement after which Mrs. Mallard was released and continued on her way to her winter feeding grounds.

Happier landings little duck!
(Thanks to Captain Bob Martin).

Page Four

MAINTENANCE - Thelma Goodman

FTL's DC-4's have been undergoing extensive work on the Fire Prevention Program as outlined by the CAA; hence the reason for their lengthy sojourns in the hangar at BU, between scheduled "runs". Two or three days is what Maintenance calls a "lengthy sojourn" due to the versatility of our crews in being able to accomplish "turn arounds" in a few hours' time.

For the benefit of those Tigers at BU who know little of the workings of Maintenance we would like to explain the reason for the noise that causes some annoyance to office personnel in the hangar. The engine "run" or "ground engine test" is a very necessary operation and must be accomplished before our aircraft can be checked off as "Released for Departure."

A complete engine run takes approximately 20 minutes and consumes about 50 gallons of 100 octane gas - so the next time you find it difficult to hear over the phone, or to talk, on account of engine noise remember Maintenance is preparing to release another Sky Tiger for departure.

The DC-3's are fast acquiring the "new look" with the same paint job and insignia that appear on their big sisters.

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OPERATION VITTLES - Douglas Duly

Some of the C-54's formerly operated by Flying Tiger Line during ATC days are now arriving back "home" after strenuous service on the BERLIN AIRLIFT. Under sub-contract with Lockheed, FTL is reconditioning the ships. Since some of these aircraft have been carrying coal - a "before" and "after" inspection demonstrates the good work done by our wash rack crew.

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Be sure to read Page 12. (Back Cover)

TIGER CUBS

George and Kay Maruyama, the proud parents of baby Lynn, (an incubator baby who topped the scales at only a little over 3 pounds when she arrived in October 1948), are happy to announce that Lynn now weighs 11 pounds and has taken her rightful place as head of the Maruyama family. (George is our Flying Club instructor)

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The Benbow Production Company (CV Sales) announce their 1949 Model No. 1 - Jeffrey Lloyd Designers Gloria and Leonard Benbow Technical Assistant Dr. E. D. Richards Model Released January 18 - now on display Two lung power - free squealing Scream line body - double bawl-bearing Economical Feed - water cooled exhaust Changeable seat cover Must be heard to be appreciated
* * * * *

Our Deepest Sympathy goes to Homer and Beulah Wormdahl, (Bu Maintenance) who lost their 11-months old son on January 25th.

DUAL CONTROL

BILL KELLOGG, took a trip to the altar on St. Valentine's Day, at the 1st Baptist Church, Inglewood. JOHN DEWEY supported the Groom and GEORGE TOOHEY piloted the guests .

A reception for some 200 friends and relatives preceded the take-off for an undisclosed destination where Bill and his Bride RUTH, spent their honeymoon.

Hawthorne is the home port of the Kelloggs. (Bu Line Maintenance)

HAROLD R. FERGUSON

District Sales Manager KC

A new sales office has been opened at Kansas City, located at the Fairfax Airport. Harold R. Ferguson, previously in the cargo sales division of TWA, and the traffic department of Continental Air Lines, in KC, has been appointed district sales manager. Territory covered under this new set-up includes in addition to Kansas City - Omaha, Des Moines, Springfield, Joplin, Tulsa, Oklahoma City, Wichita and St. Louis.

With St. Louis sales now under the jurisdiction of the Kansas City Office NOEL C GILBERT is devoting his entire time and efforts to Traffic.

* * * * *

EVELYN FLETCHER joined Tabulating Jany. 17th, replacing GRETCHEN DOERR, who terminated 2 years service with FTL to accept a position with Title Ins & Trust, LA. Evelyn completed that "Lockheed Look" which Tabulating has acquired with 100% ex-Lockheed personnel.

MARJORIE FORTIN is a new addition to BU Sales, replacing MARIE DUKE, who has resigned to take over the duties of Secretary to the Civilian C.O. at Muroc Army Base.

Marjorie was previously associated with California Aviation Trades and Pacific Aircraft Sales in BU; has 27 solo hours in Piper Cubs and Aeroncas (Flying Club please note); and has toured the Orient with the "George Washington Slept Here" theatre troupe.

MARYLIN ROOT is a welcome addition to CV Sales & Traffic, where JERRY WILLER and DOW BACON have been typ- their own

TIGER RECREATION

FLYING TIGRETTES

Under the colors of The Flying Tiger Line six girls from various BU offices have been bowling every Friday night at the BU Bowling Academy, battling it out for top place in the all-girls league. Some of the girls who are just beginning are learning to put the ball in the strike pocket and holding fairly nice averages.

The team is composed of MARIE SCOTT, Purchasing, who is upholding a nice 140 average; VELMA MUNDY, Insurance, with stance and delivery that is really something; ESTHER COY, ACCTG, just learning and doing a nice job; BETTY EDMUNDSON, Credit, who throws a hard fast ball and is really adept at picking splits; LAVONNE HERALD, Traffic, can really talk her ball into going places (not always the right places) and SUE WARNER, who Captains the team and is President of the League.

* * * * *

THE SQUARE DANCE BOOGIE IS BITING! Leona Ross

All of Tabulating has got it and they like it! It might take some managing but why can't The Flying Tigers have their own Club? The Tigers Square.. or.. Flying Tigers Dows & Boots? Come on gals and guys - be a "square". Seriously, its a diversion, its relaxing, its exhilarating and it brings together people who want to have lots of fun at a minimum of expense and it doesn't matter whether you're a CPA - an A & E - a hot pilot or a clerk.

Tabulating "squares" are Leona Ross and husband Paul; Evelyn Fletcher and husband Homer; Dick Yung and wife Lillian. Another ardent "square" is Blair Smith of Personnel.

All interested Flying Tigers will be welcomed - just contact any of the above in Tabulating - Room No. 4 in the BU hangar.

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SPRING TRAINING - TIGERS SOFT BALL

The Flying Tigers are at last going to have a soft ball team. The Company has consented to buy uniforms, and equipment and enter us in a league at the Burbank Recreation Center. This all depends on the enthusiasm the employees put behind the team.

The games will probably be played at night and we have enough soft ball talent to make a very good team.

First practice was held on February 21st and we had a very good turnout. There will be another on February 24th and the third on Tuesday, March 1st, at the ROSCOE PLAYGROUND, about a mile north of the airport on VINELAND.

This is open to all comers and those interested in playing on the team should contact any of the following:

- JOHN REEVES, Sheet Metal Shop
 - LES BRANCHFLOWER - Bob Ghormley's Crew in Modification
 - JACK STRUDER - Engine Build-up.
- John Reeves

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TIGER FLYING CLUB -- Thelma Goodman

The Tiger Flying Club plane is once again airborne after minor repairs, a one hundred hour check and the installation of navigation lights for night flying, had it grounded.

The Club invites new members to join. How about it? And now that the plane is flying again there's no excuse for old members not to keep 962E in the air. Summer is coming - there will be plenty of good flying weather - Contact BLAIR SMITH, THELMA GOODMAN or ED TAESCH for that flying time.

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Of Ships & 'Chutes & Melting Ice
of Instruments & Things....

From the American Aviation Daily we glean -

that the Air Force has been conducting tests with the six-jet Boeing XB-47 bomber at Seattle, Wash., using a parachute as the jet equivalent of reversible propellers for short landing runs. The parachute is a special 30-foot ribbon type deceleration parachute, which is carried in the tail of the fuselage and unfurled by a cockpit mechanism, just before touching the runway. When released, it slows down the 60-ton bomber, permitting landings on shorter runways than heretofore required.....

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that MATS officials have disclosed that maintenance crews in the Berlin air lift have discovered a new use for jet engines. MATS is using the Allison J-33 engine as a wing deicer for the Douglas C-54's engaged in the airlift. The engine is mounted on a truck, directed at an angle where it will sweep the transport's wings, and operated at a low rpm, the hot exhaust gases from the tail pipe clearing ice and frost from the wings.....

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an entirely new mechanical altimeter has been introduced by Kollsman Instrument Division of Square D Company, and a limited number of pre-production models are now in the hands of the military services for flight tests.

Kollsman engineers worked on the recommendations for a counter type altimeter and arrived at a unit using a two digit counter and a single indicating needle. The counter is similar in appearance to the counter used for recording accumulated mileage on an automobile speedometer. In operation the counter records the altitude in thousands of feet up to 50,000 ft. while the single needle shows the hundreds of feet in 50-ft increments.

The new instrument required a counter mechanism operating with 1/20th of the torque required for the most sensitive counter previously used. If the pilots find the new configuration desirable there is a likelihood that it would be late in 1949 before models could be made available for commercial use.

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CURTISS-WRIGHT EXHIBIT - HOTEL BILTMORE

A general-operation exhibit of the Curtiss-Wright rocket engine which will power the BELL X-2 SUPERSONIC research plane, will be included in the "SPAN OF FLIGHT", a series of illuminated models that illustrate aviation progress, to be shown at the Baltimore Hotel, Ballroom, Los Angeles, MARCH 1st.

The exhibit will include static displays of new engines, propellers, electronic and pilotless aircraft and a replica of the Wright Kitty Hawk biplane with a Lowell Thomas documentary motion picture consisting of scenes of early flights of the Wright Brothers and Glenn Curtiss.

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REVIEWING THE RECORDS

Boeing XB-47 6-jet bomber 607.2 mph over 2289 miles. Moses Lake, Washington to Andrews Field, Washington D.C.

Northrop YB-49 8-jet Flying Wing 511.2 mph over 2258 miles. Muroc, Calif. to Andrews Field, Washington D.C.

Lockheed Constellation. Eastern Air Lines' commercial Connie averaged 392 mph to set a new transcontinental record for commercial transports. Los Angeles-New York, 2455 miles in 6 hrs 47 m 13 s.

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TRAFFIC CONFERENCE- January 29 - 30 - 31 - Los Angeles

The home office at Burbank enjoyed the attendance of its station managers at the Traffic Conference conducted the last three days of January.

W. E. Bartling, vice-president, and chairman of the traffic meeting, expressed confidence in the outlook for 1949. "Ideas were exchanged and procedures formulated," he said, "which will lead to better organization of the traffic department and closer cooperation with other units of the company."

Discussing the vital part played by traffic William Bartling said "It has been repeatedly demonstrated that efficient traffic management can save the company both time and money. Essentially it is our job to standardize and simplify our methods and procedures to effect better operation, and the Traffic Department has established this criteria as its 'goal' for 1949."

Some of the major problems that were discussed in open forum included: Methods to reduce OS & D's; TWX procedure; Credit & Collections; Billing; Space Allocation; Pickup & Delivery zones; Special handling of commodities; REA routings; Daily cargo reports; Ground service; Claims.

Attending the meeting from our field offices were Station Managers: W.J. Gunther, NY; Ralph Foster, CG; Ed Hembree DT; Noel C. Gilbert LS; Don Bacon CV; Mike Carnes, SF; Charles Fyrd, BU. - R. W. Prescott, Fred Benninger, George Cussen and Ralph Stump; Dave Gardner, Bill Tufts, Frances Fletcher and Johnny Long attended from the home office.

TRAFFIC TALK - LaVonne Herold

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LS - Noel Gilbert sent in a note from the St. Louis Star-Times:

"A Flying Tiger Cargo DC-4 enroute from Burbank, California, to New York arrived at Lambert Field last Tuesday and departed 17-minutes later, just ahead of the sleet storm. Included in its cargo were fresh flowers from California, fashionwear, drugs and chemicals"..... according to "Junior" (a name acquired at the Traffic Meeting) FTL in IS received numerous comments in regard to its service into LS during the week of January 24-30. In that period FTL was the only carrier giving any kind of service into the city due to severe icing conditions on the field and low visibility.

BU "Robbie" Robinson in addition to handling freight and performing office routine up at the quonset hut has acquired the title of FTL "pin-up boy".

The handsome face that is there, but seldom seen in publicity pictures taken at the BU station belongs to "Robbie", who appears with back to the camera in order to better display the Flying Tiger name prominently appearing on the white shirt - newspapers having a tendency to crop names off pictures, its pretty hard to cut out the central figure if he happens to be operating the fork lift!

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Then there was the pilot who was 'chuting slowly down to earth, back in Arkansas, when he unexpectedly met a lady "going up" - "Hey, there" he yelled as they drifted together "did you see anything of a P-38 going down?". "No," she shouted back, "did you see anything of a stove going up?"

(Thanks to Geneva Schindler)

SALES CONFERENCE

"The theme for the 1948 sales conference 'Create rather than Imitate' is the platform from which the sales department is determined to make 1949 the 'Break Out Year'," announced Mayo Thomas, general sales manager and chairman of the conference.

In this announcement Mayo Thomas followed up the slogan presented by R. W. Prescott, president, in opening the conference when he said that he felt confident that "1949 would be the break out year for The Tigers.... the year in which the company would be able to break out of the rut"....."The success achieved in 1948," Mayo Thomas continued, "proved that there is an airfreight industry and 1949 is the time to further prove that a profit can be made and that the airfreight business is a stabilized industry."

The meeting which was held on January 29, 30, and 31, at the Hollywood Roosevelt Hotel, was conducted along the line of a general forum, wherein problems of the various districts were discussed and policies and plans for 1949 formulated.

The three days' session proved to be extremely educational and the number of subjects covered through interesting informal talks by each district manager, who had an opportunity to bring his specific problems and ideas out into the open, was indicative of the desirability of these regularly held conferences.

District sales managers covered a wide range of subjects in outlining successful methods employed in creating new business and originating procedures to cover new phases of our operations:- Consignee selling & Sales Training, Bob Hahley, SF; Foreign Freight, C. Greene, SF; Specialty Selling, Bob Anderson, CG; Assembly & Distribution, Don McKay DT; Solicitation off-line points, J. Miller, CV; District Sales Organization, G. Dart, NY.

The home office led discussions on Sales & Traffic planning; Rates & Tariffs; Sales Research & Analysis; Perishables; Interline & Agency Agreements. Blair Smith spoke on Personnel policies, and procedures.

A joint luncheon meeting was held with Traffic and Sales on the 31st, attended by a number of locally prominent traffic managers, who were introduced by George T. Cussen, master of ceremonies: Messrs. Sam Eades, Douglas; Charles O'Malley, IBM; John Colette (Vice-President) Southern California Truck Lines; Jack Becker, Brown-Saltman Furniture Co., Percy Mahan, Lincoln-Mercury; L. J. Rowley, Lockheed; and Gerry Griffin, K.L.M. Royal Dutch Air Lines.

Entertainment was provided by Ed McDermott, Composer, who sang his almost famous creation "No Certificate" and his air-born inspiration "Flo" from St. Jo, Mo."

FRUIT & VEGETABLE CONVENTION IN CG

Bob Anderson, Bill Akins of CG Sales and Ted Holmgren Du Sales, attended the United Fruit and Vegetable Assoc's National Convention in CG February 14-17 meeting shippers and growers from every section of the country and spreading the good word of FTL airfreight service.

HOME WAS NEVER LIKE THIS!

With the Fall hunting season in mind a California game farm imported 2250 pheasants from Wisconsin via FTL last week. With the warm 60° Calif. sun pouring down the young speckled game birds were raring to leave their boxes. "Wisconsin", they told each other "was never like this in February".

TALKS BEFORE ARMY-NAVY GROUP

George T. Cussen spoke before a group of Army & Navy officials at a joint educational conference held at the San Bernardino Army Air Base on February 9. In his 35 minute talk George Cussen outlined the history of the Flying Tiger Line, gave a brief description of the work and service performed in our ATC contract operation and discussed the need for specialized packaging requirements for airfreight movements.

The meeting was in charge of Commander Boyd Louis USN and Lt. Col. John Langdon, USAF, and was held for the purpose of considering shipping, packing, crating and freight handling both on surface and via air.

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FIRST FOR FERGUSON (KC)

In the first scale model contest he ever entered "Fergie" Ferguson walked off with the beautiful Perpetual Trophy awarded by the Olathe (Kan) Optimist Club and a small Permanent Trophy from the Olathe Flying Service. His model, a Capital Beechcraft D-17B was judged for workmanship, beauty and flying ability and outranked a P-51 Mustang entered by the winner of the National Championship Contest at Minneapolis.

Representing 200 hours labor the miniature is a 1" to the foot scale model of Beechcraft's 5-passenger civilian plane, consists of some 250 pieces, has a wing span of 40" and is powered by a 3/4 h.p. gas motor.

The flight was something of an ordeal for Ferguson, since it was a "first flight" for the model and also the first time he had ever operated a control line (70' of steel line attached to the plane to control flight) model.

AMA License No. 5042, held by Ferguson makes him quite a veteran in the model field - licenses now being issued run in the 36,000's.

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VISITS FTL HEADQUARTERS

J. J. CONNELL, Manager, Terminal Freight Handling Corp (Fashion Air) was a welcome visitor at our headquarters this week when he dropped in to see George Cussen.

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V.I.P's ABOARD

Movie folk are never too happy when they are asked to share the spotlight with dogs and horses - they have a habit of "stealing the show". However, DORIS TOWNE, Secty to Fred Benninger, and CO-PILOT JOHN WOODWARD took it very well when called upon to support our VIP (very important pooches) cast which flew east to the Westminster Dog Show at Madison Square Garden.

Blue ribboned and blueblooded bloodhounds were more temperamental than movie stars when asked to pose with a French Poodle, so we settled for a \$2500.00 gold and white cocker spaniel, who, it was disclosed was a woman hater. Doris couldn't coax him out of a forlorn mood even for the camera. Two Dachshunds and the International Champion Boston Terrier proved to be veterans at this posing business and were not at all overcome by the obvious maneuvering of the cream Poodle to steal the limelight.

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TOWNE TOPICS -- Doris Towne

A new word came across our desk this week - "Metrocellulosis" - thinking it might be a new type of vitamin we investigated. It's a vitamin, but not the type for human consumption! Its used in connection with oil production. After being lowered into the well, a charge is "shot" into it and the ensuing explosion perforates the steel casing of the shaft producing a "gusher" - they hope. Very obviously this type of shipment takes special handling and packaging and for the 50 pounds carried by FTL recently special permits had to be obtained from the CAA.

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Wonder what Treasurer Fred Benninger was doing with that cross-cut saw... Could it be he was cutting the company "out of the woods?"

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CREDIT UNION OFFICERS ELECTED

At a membership meeting held last Thursday the following officers and committee members were elected for the balance of the year:

President, Blair Smith; Vice-President, Aldo Dipre; Treasurer, Don Ladd; Clerk, Esther Coy; Directors: C. Byrd, Parker Goldsmith and Bob Woodworth.

Credit Committee: Frances Fletcher, Chairman; Bill Mangrove and Harold Rademacher.

Sup. Committee: Ralph Stump, Chairman; Leona Ross and Heart Worth.

It was determined that pass books would be called in by the Treasurer Don Ladd, so that current balances might be posted and initialled by the Treasurer.

All LA personnel are requested to drop their pass books in the collection boxes on the west side of the hanger. Out of town personnel are requested to mail their pass books to Don Ladd (BU Accounting).

It was also decided that the personnel dept. would handle applications for loans and withdrawals from savings for all BU personnel who are requested to transact such requests through the personnel dept.

Personal business which must be taken up with Don Ladd should be transacted at 4:00 p.m. on Monday, Wednesday or Friday. This is necessary in order to decrease the amount of traffic through the accounting dept.

We now have nearly \$11,000.00 in loans to members. All employees are urged to start a regular savings program through their Credit Union in order to accumulate a cash reserve and to earn a good dividend on their savings.

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DEADLINE FOR BLUE CROSS

March 15 is the deadline for application for Blue Cross Hospital and Surgical Insurance. This enrollment applies to those who did not sign up originally and who now wish to join. Apply for cards at the Personnel Department office.

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EMPLOYEE COOPERATION CREDITED

Insurance Company records show that our accident loss factor has dropped 100% in the past year and credit goes to the employees for their whole-hearted cooperation with the Safety Engineer, Lloyd Sherman, and Nurse Duke, and for practicing safety on the job.

For the year 1947 our factor was 24.7% while in 1948 the loss factor dropped to 1.2% which means a considerable saving in money as well as prestige in the industry.

Keep up the good safety record - It will Pay Dividends and may Save a Life.

A. L. Ryan in reporting to our insurance company made the following statement:

"The vastly improved loss experience for the policy year just passed cannot be attributed to luck alone, in our estimation. It is our personal belief that the fine work of the Industrial Safety Nurse and the safety engineer employed by The Flying Tiger Line accounts, in a great measure for the favorable loss experience on the year just closed".

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At the regular safety committee meetings held in conjunction with shop supervisory personnel, an interesting sound slide film has been shown under the direction of CARL FARRIAM, Safety Engineer of Employees Mutual Insurance.

The film, produced by the National Safety Council, entitled "Foreman and Supervisors Safety Training" is a monthly series dealing with various safety problems and the proper approach to elimination of hazards.

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T I G E R E V I E W

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The January issue of your paper came out with a new title and cover - the February issue is sporting a new color. All of this, of course, is in line with the News Bureau's policy of continually endeavoring to improve your monthly publication.

Suggestions are welcome - ABOVE ALL SEND IN YOUR NEWS.

Now is the time to start collecting your briefs for the MARCH issue - the News Bureau will be glad to receive them at any time - however remember that MARCH 16th is the DEADLINE for general news.

The paper will go "to press" on MARCH 23rd and obviously all news must be assembled by the 21st at the latest.

Credit for art work on Page One goes to LLOYD SHERMAN - Plant and Safety Engineer DU.

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TIGER REVIEW

司公空航虎乳

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No. 3

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.

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.

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.....

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.

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"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.

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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).

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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!

* * * * *

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.

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.

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.

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.

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 - K - KCK; Kansas City - M - MKC;
St. Louis - STL; Chicago - CHI;
Detroit - RML; Cleveland - CLE;
Teterboro - BDX; Newark - EWR.

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.

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.

BUR CONGRATULATIONS - RHEA LOGHAN our much harassed "Falls 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.

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 EDAMUNDSON 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.

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.

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.

OFF THE PERCH

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!

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.

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.

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.

* * * * *

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.

* * * * *

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)

* * * * *

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....)

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.

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!



TIGER REVIEW

司公空航虎飛

Published Monthly by The News Bureau
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The Flying Tiger Line Inc.
Burbank, California

Vol. 2

April 1949

No. 4

WHAT MAKES A COMPANY GREAT?.....

Not its size, or its financial wealth, but its personnel - and the spirit of the organization. If a company is composed of people with foresight, enthusiasm and the willingness and spirit to "pitch in" and do the job that confronts them, then the size and financial wealth of that company will be a by-product of such efforts with an unlimited future.

You may ask - how is it possible to have spirit and enthusiasm about a company? It is not a human being, it is not an object that you can touch or admire.

It is true that a company is not a material thing - it is an association of people - human beings who have the desire, the know-how and spirit to pool their efforts for the good of the whole company. The success of the company is the welfare of its people and vice versa. The purpose of every company in existence today is to make a profit, such profit to be enjoyed by both the personnel and the financial backers of that company.

To make a company successful, the first requisite is that the members of the organization must have the spirit and willingness to do the best job that can be done. Of course, an important factor in a successful business, is whether the individuals who are willing to do a good job have the know-how to do the job in the most inexpensive manner possible. It does not require much ingenuity and effort to sell an item for one dollar by spending two dollars for selling expenses. But, it takes a real salesman, one with ingenuity, business sense and prudence to sell the same item by spending three cents for selling expenses.

"How can I, as an employee, help the company be prudent and successful? I thought that was the job of the supervisors and the treasurer of the company?"

It is the job of every member of the organization! Supervisors and treasurers are only employees of the company. Their job isn't to slap your hand every time you become spendthrift. They are here to help you in making a success of the job you are doing for the benefit of all.

Every time you spend the company's money, ask yourself - "Would I spend it if it were my money?"

A job well done is another stepping stone towards a greater company. To improve the job you are doing set yourself a goal and remember that if you reach that goal - you have not set the goal high enough. If you do not reach your goal, you have not tried hard enough.

Fred Jennings
Secretary-Treasurer

TIGER REVIEW

* * TIGERVIEW * *

Katherine M. Smith, Editor

Feature Articles.....Marjorie Fortin
Cover Artwork.....Lloyd Sherman
Illustrations.....Vic Nikols

ON THE WING

THELMA GOODMAN, checking out in a twin-engine Cessna, has been week-ending up and down the Pacific Coast with her Dad and son ROSS as passengers. Ports of call have been San Diego, Santa Maria, Ventura, Santa Barbara and Monterey - with a slight detour to take in an aerial view of the San Simeon Ranch - the Hearst Castle.

CLINTON SECCOMBE is check pilot on these trips.

* * * * *

MARGIE FORTIN - has got that Los Angeles-San Diego habit. Flying down south for the Easter vacation she made like the swallows - circling over Capistrano while eating lunch served aloft by "stewardess" passenger ELEANOR LAWSON.

* * * * *

Word comes from Cleveland that E.J. (Butch) MCCORKELL made his first solo cross-country flight on April 9th without mishap except a damaged ego - his personal pride groundlooped when he got a talking down from the Toledo tower for going against the red light... (tsk tsk tsk Stop twice next time Butch!)

TIGER PINS

Those who have not already obtained one of the really good looking Flying Tiger pins can still buy them from PERSONNEL... \$1.30 including tax. The silver and enamel emblem is something to be really proud of.

* * * * *

Mother Robin to reluctant fledgling - "Feed yourself kid, the airlift's over now".....

* * * * *

TIGER CUBS

"I'm here" squealed tiny SHERI LEE.. "My mom and dad are doin' fine, and here's the latest news.. They both agree that no one else could fill my little shoes!"

Sheri Lee arrived on March 25th - weight 6 lbs 8 oz and lives in North Hollywood with PAT & JOAN CAMPATO.

* * * * *

There's another little boy at the WILLIAM POWELL home in Los Angeles. April 19th brought ROGER KEITH, weight 5 lbs 13 oz. His mother MARIE and little brother BRUCE, have everything under control now so Dad BILL POWELL can go back to the business of selling airfreight.

STORK HEIR-LINES, LTD. announce the arrival of a New Model:

Pilot	Orlin Sorensen
Co-Pilot	Ruth Sorensen
Flight Captain	"Doc" Zampetti
Passenger	LINDA RUTH
Weight	7 lbs
Arrived:	April 6 1949

* * * * *

Baby ROBERT CHARLES isn't fooling anyone - not even Mom and Dad SECCOMBE. Skipping that fatal April 1st Robert arrived at St. Joseph's Hospital, Burbank, on April 2nd.

ORLIN SORENSON and CLINTON SECCOMBE are Captain and Co-pilot respectively of ED PAULEY's Lockheed Lodestar - permanent tenant in our BUR hangar.

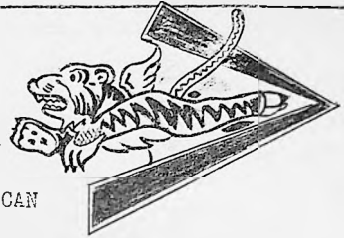
THAT HAPPY TIGER LOOK

SANDRA ZIMMERMAN, that observing young lady, insists on the human touch. When she saw the last issue of our paper with the "smiling tiger" on Page I she was fascinated by the "airplane with teeth".....

* * * * *

MEET OUR FLYING TIGERS* * * * *

In 1941 General Chennault sent representatives to various Army, Navy and Marine installations throughout the United States in an attempt to assemble a select group of men who would become a fighting force in the defense of a war-weary China. This force was then known as the AMERICAN VOLUNTEER GROUP.



Later the Chinese newspapers exploited the victories of the FEI WEING (Flying Tigers), and it is of these men that we write -- men who fought under the emblem of the Tiger Shark and who subsequently joined forces to conceive and foster one of today's greatest peacetime ventures.

* * * * *

INTRODUCING - HARVEY WIRTA

First of the series

Harvey, lead mechanic of the Tiger airfreighters, is a reticent, 5' 9" blue-eyed blond who hails from the Windy City - Chicago, Ill. A "non"-confirmed bachelor his hobby of gun-collecting has nothing to do with his marital status which is solely the result of discretion.

Back in 1941 Harvey Wirta was stationed at Selma, Alabama, where he had been with the army for five years as an army mechanic - also dubbed a "Rantoul" cadet. It was while he was there that he succumbed to Ajax Baunler's call for Volunteers for service in China.

The secrecy surrounding the transporting of this group to China necessitated his occupation being shown on his passport as "cabinet maker". Actually his job was that of Armament Chief in the 2nd Squadron Ordnance, making final installations on armament equipment.

The ground crews were hand-picked with as much care as the pilots. For eight months Harvey proved his ingenuity by performing countless tasks which the handbooks and technical orders said couldn't be done. He and his buddies patched and rebuilt battle-torn Tomahawks from parts of salvaged wrecks, devised a system of repair and refueling that saved precious time, and earned a justifiable reputation as the backbone of the AVG. Discounting the hazards of bombings and strafings which plagued the crews all through their service Harvey says that "nothing interesting ever happened" and that his only diversion was ducking into the hills to avoid the full force of these raids.

After the group was disbanded in 1942 Wirta signed up with General Motors in Bombay where as forman of all employees he supervised the assembling of trucks for the British Army. General Motors then sent him to Southern Persia where he remained for eight months. At the end of this tour of foreign lands he came home, and was aircraft inspector for Lockheed for one year and field service representative for Wright Aeronautical for a similar period.

Since 1945, when our company was organized, Harvey has been on the maintenance line at Burbank, where his versatility has made him a valuable asset to the company, and his faith in the future of our company has been proved through the early days of our company's pioneering venture. He has resolutely supported the principles that have made the symbol of The Flying Tigers synonymous with achievement.

* * * * *

(MEF)

THE IMPORTANCE OF FOLLOW THROUGH

By Horace Noyes, Traffic Manager,
Bendix West Coast

Service that is merely competitive will not suffice - it must be most efficient. The collective service of any firm is no better than the individual efforts of each of its members.....

Perhaps a little explanation of the problems of the industrial field may be of help in understanding why, at times, a man just sitting waiting for someone else to act can cost a firm thousands of dollars.

Imagine an assembly completed on a production line and made of yards of wire, rivets, aluminum sheet, electrical relays, condensers, electric motor and steel forgings.

The shop time for production of these units is planned away in advance. Tooling is made up. The machines are set and the assembling begins only to find that the wire is not yet in. The supplier of that particular type of wire is in the east.

Telephone contact is made and we learn that the supplier's machinery has broken down and that a new gear must be secured from Cleveland, flown to New York, assembled and then the wire produced.

To insure proper gears the supplier sends his man to Cleveland with the old gear, and to bring back the new one. Knowing this is taking place a call is made to our production department and the people involved in that particular assembly assigned for two days to other work.

After that period there would be a lay-off for about 40 of them.

On the fourth day, nearly half the line would be out of work. The firm would lose several thousands of dollars and so would the employees. But it didn't happen that way.

One man realized the importance to us of the shipments and Mr. Cussen, in Burbank, was advised of our urgent need of the wire from Plastoid at Harrison N.J. When the shipment did not reach Newark Terminal Mr. Gunther phoned the writer long distance and advised of the breakdown of machinery and what was taking place. His phone call permitted us to know exactly what was going on and what to do.

The swing shift prepared everything that night to change over to the day shift's work, and not one man lost an hour's salary. Lost? About \$3.00 for Mr. Gunther's phone call. Profit? That cannot be added up till The Flying Tigers quit running.

There is a higher percentage of profit in Goodwill than any other investment in the world. That phone call gained the faith and respect of our management, who were extremely concerned over the impending loss of labor hours.

Subsequent advice posted us as to when the shipment would arrive and permitted close planning. The pay-off came in the actual arrival - once the shipment was in your hands - EXACTLY AS HAD BEEN PROMISED.

(Please continue on Page Five)

Continued from Page Four

Now contrast that with another case where we have been trying to locate a shipment departing an eastern origin for four days. Airbill number and originating flight are known but the shipment has just disappeared at some transfer point. And THAT STATION MANAGER HAS NOT ANSWERED TELEGRAMS OF INQUIRY.

Now the Los Angeles people of this particular carrier are all nice fellows like ourselves. But a package is not human and when it is pulled off a plane en route it cannot "squawk" like a passenger when it is left behind on the next flight. Neither can the earnest efforts of the local representatives of this carrier do more than ask the transfer point what they did with the shipment.

Now is the time the industrial man really has to comb the bottom of the barrel for friends upon whom to rely.

A phone call made to the transfer point has verified the fact that the shipment is not there and has not transferred beyond. Another call to origination point verifies flight and waybill number. Each station en route is called by phone and NO ONE HAS A RECORD OF THE SHIPMENT.

At the time of this writing the shipment still has not been received. The next shipment is on its way but will not arrive until Saturday morning. As far as production is concerned this plant is closed on Saturdays.

No one can yet estimate the loss in dollar value just because the man given the information that this shipment was vital failed to follow-through and pass the details on to intermediate points. Undoubtedly someone in the system has the shipment and would like to get it out of the way.

These details make lengthy reading but I hope they will serve to show the importance of following through and thinking ahead to understand each others problems.

This example is not an isolated one. Dependability on the part of any carrier is far more important than the rates he charges. Of course rates must be competitive, but the SERVICE MUST BE MOST EFFICIENT.

Service that is merely competitive will not suffice to make either of us outstanding in our respective jobs. The service you and I give our firms individually governs our Personal Progress. The service our firms give governs their respective places in industry. The collective service output is no better than the individual efforts and each man or woman's degree of efficiency in his or her own job.

INDUSTRIAL SAFETY CONTEST

Lloyd Sherman, Plant & Safety Engineer has announced that The Flying Tiger Line has entered a county wide Industrial Safety Contest which will last through September 30 1949.

The slogan of the contest is "Greater Savings Through Greater Safety". The only purpose of the contest is to renew emphasis on all company safety programs and ultimately reduce injuries and save lives.

If we can duplicate, or exceed, our last year 's Safety Record we are a cinch to win the National Safety Council Award.

Let's put The Flying Tiger Line in the AWARD COLUMN. SAFETY PAYS DIVIDENDS - SAVE A LIFE!

* * * * *

A Word from "Hypo" Duke

Let's all play ball the safe way and keep our record labelled "Tops" for safety.

If there is a hazard in your area - let's hear about it! Suggestions for improved safety measures are welcome.

Good housekeeping on the job will give us a big chance of being winners in this contest.

* * * * *

Try This One Sometime!

Heard in a local phone booth - "Doctor do you need a boy to mow the lawn, milk the cow and run errands?... Oh, you already have a boy and you don't want a different one?...You say your boy is doing alright?... Okay!".

Overhearing the conversation the man outside the booth asked "You want a job? I could use you in my store".. "No, thanks", said the boy "I'm the doctor's boy - just checking up on myself!".

- and find out how you stand!

* * * * *



She's on her own now!

Nurse Duke has made the grade! Equipped with a neat set of wrenches, pliers and screw drivers she can now operate successfully on all those vending machines - the coffee and donuts; the orange juice and milk machines without spilling the contents all over the floor.

* * * * *

Thanks to you all

Honestly, I never realized what a swell company I work for until I had to fly back east on account of my father's illness".. ETTA BAEDEKER (EMM) genuinely appreciated all the kindly help and moral support she received at that critical time. BILL BARTLING and RAY RYAN burned up the wires to get her out of BUR while ROBBIE ROBINSON fixed up some blankets for her trip. The crews all along the line saw that she was not off-loaded. Thanks to GENE MUZNICH. GEORGE DONAHOE AND BILL KORTH.

* * * * *

SOFT BALL - Les Branchflower

The team is now playing in the classification rounds at Olive Avenue Recreation Center. To date we have played four games and the team is looking very favorable.

We are very fortunate in having ex-Tiger ED PRIETO pitching for us. In the six innings Eddie has pitched he has 12 strikes to his credit and also two home runs.

Our line up at the present time is -

Manager: Johnny Reeves
 Catchers: Jack Struder, W. Westling;
 Pitchers: Ed Prieto, Morales, Westling;
 1st Base: L. Metzger
 2nd Base: L. Branchflower
 3rd Base: R. Box
 Short Stop: A. Taylor
 Outfield: C. Lockerly; J. Kallen; A. Penrose;
 J. Dewey; C. Thrasher; C. Rodemacher.

We are sorry to report that our Manager, Johnny Reeves, is in the Magnolia Park Hospital, Burbank, undergoing surgery. He will probably be absent from the games for several weeks. However we will keep him posted and you are invited to come out to the games to support YOUR team.

TIGER FLYING CLUB - Ed Taesch

"62 Easy" has been doing some recent Spring flying with a total of over 51 hours. We are glad to see that some of our old Club members have finally gotten "off the perch". AL DIPRE and ART LAWSON have inked in some time in their dusty log books; RED MIKLUSCAK, PHIL GOLD AND BOB MCNALLY have opened up brand new logs. Welcome to the Club.

AL GOLDBERG, PAUL GRACE and OLIN MEADOR have also been doing their hangar flying off the ground. CHUCK MERCURIO is about to shed his instructor and take it solo.

FLYING TIGERETTES - Sue Warner

With the league due to finish within the next three weeks the team is still going strong in second place, and we hope to stay there. The girls are doing some nice bowling with MARIE MILLER and BETTY EDMUNDSON's ability to pick up the hard splits off the alleys.

In last week 's series Marie covered the 6-10-7 (which is rough) and Betty covered the 5-7 (which is no easy make).

LAVONNE HERALD broke the league record with a 264 game.

A tentative date of June 26th has been set for a match game between SLICK AIRWAYS girls and The Flying Tigerettes. A match game will be played at the North Hollywood Alleys and another at the Burbank Bowling Alley - the home alleys of each team.

The girls are also planning a match game with the BUR sales office boys in the near future. Better brush up on your games boys - these girls may get a little rough!

For you "dual" students Instructor Loeffler is offering one hour 's free instruction to any club member who is paid up in full to date. Loeffler is available any day after 4:00 P.M. but would prefer to make it over the week ends.

You don't have to be a member of the Club to take a ride, or to take a member of your family - or girl or boy friend for a flight - Just contact Ed Taesch and arrangements can be made.

During the recent San Marino rescue operation the Club plane circled the area and aerial pictures were obtained. Prints can be secured through Ed Taesch - (Bur Maint.)

ENGINE BUILD UP - Sol Bisk

Eight Pratt & Whitney R2000-13 engines for Qantas' DC-4s are in for buildup and installation which has necessitated an increase in our force. V.P.DAVIS, HOMER VAILLE and TOMMY THOMAS are in the engine shop while WILLARD RODGERS is the answer to the call for help sent out by JERRY BUCHANAN in the electrical harness shop.

We are glad to report that WALLACE and BETTY STEVENS are safely back from the honeymoon - The Ford held together on the x-country but Wallace is still in a blue stupor - with pink polka dots!

As of the 1st of May "COLLY" COLQUETTE will be transferred from E B to the hangar as leadman on the Qantas' DC-4s.

* * * * *

IT MUST BE ROUGH

VIC NIKOLS, Bur Sales, recently in for a minor overhaul reports that intravenous feeding "is no fun"... "it isn't that you don't actually get anything to eat, but the steady drip..drip..drip drives you mad."

Vic says an appendix removal is called an appendectomy...a tonsil operation is known as a tonsilectomy.. but what is it called when they remove a growth from the head?

#Answer elsewhere in this paper - you find it!

* * * * *

THAT PAPOOSE STORY.....

It seems that each Indian tribe has its own name for that gimmick that the babies are carried in..here are some - take your choice! From MRS CHUCK LANGSLEY (Bur) "Papooska or Lejillia".. The editorial staff dug us these:

Navajos -"Hueva"	Comanche - "Petananga"
Dakotas -"Wapacunga"	Ojibway - "Taukana"
Walapac -"Yaqui"	Piute - "Hooba"

* * * * *

OUR PERISHABLE SALESMEN

TED HOLMGREN, has been a busy beaver this few weeks. On March 31st he attended a meeting of the California Aeronautical Commission in Burbank, held for the purpose of discussing pressurization, packaging and humidity control in connection with airfreighting perishable produce.

On April 22nd representatives from our field stations met in Burbank for a 4 day session on perishables - Beginning with 5:30 a.m. breakfasts Ted and the boys made the rounds of the fish and flower shippers. The boys included: BILL AKINS: BILL GRANT: LEN BENBOW: FERGIE FERGUSON: BOB BURKE. Reports on this "tour" are not in yet but we can say from first hand information that BOB BURKE of NY is IMPRESSED with CALIFORNIA. (Connie England please NOTE)

* * * * *

THE LISTENING PUBLIC

KEN FRAZER (Bur Sales) was interviewed recently over station KFOX, Long Beach, which station gave a full 15 minute broadcast to the doings of The Flying Tigers.

Our speakers have really been getting out before the public - DON MCKAY and BILL GRANT talked to the Reserve Officers of the Transportation Corps and the Detroit Executive Club.... BOB HUBLEY was invited to present a program for the San Francisco Traffic Club; LEN KIMBALL and TED HOLMGREN have spoken at meetings of the Lions Club and Junior Chamber. BOB ANDERSON was guest speaker at the Fort Wayne Chamber of Commerce.

* * * * *

DON MCKAY (Dt) says: "There is no end to the good a man can do provided he is willing for someone else to get the credit".

CHARLES LAMB (another eminent authority) states: "The greatest pleasure I know is to do a good action by stealth and have it found out by accident"..

* * * * *

NEWARK NEWS - E.J. Murphy

Four of NY Sales Staff completed one year's service with the Tigers during March and April. GEORGE DART, our genial Eastern Sales Manager - March 1st; FRANK CLAIN, who covers the New Jersey area - March 15; BOB BURKE, City Sales Manager - April 1; JOE CHRISTENSEN, handling Brooklyn, Queens and the Bronx - April 15.

Unofficial figures show that NY had its biggest month in company history shipping out two-thirds of a million pounds in March, most of it passing through our new facilities at Newark.

NICK PANCUZA, of NY Sales has transferred to Traffic at Newark as Assistant Station Manager.

The facilities at Newark include 5000 square feet of warehouse and office space. This is about one quarter of a large building, the rest of which is occupied by Slick, U.S. and Capital Airlines. The building provides excellent warehouse facilities and truck loading arrangements. At present, plane loading is inconvenient because it is impossible to bring a plane directly against the loading platform. This difficulty will be overcome with the construction of a portable ramp to extend from the loading platform to the plane door.

* * * * *

IAM LOCAL 1903 Burbank - I.B. Stone

Plans are being made for a dance with refreshments for the first week in May. It will be held at the Union Hall on Lankershim in North Hollywood.

The exact date will be announced by the committee HANK GARCIA AND CLIFF LOCKERBY. All Union members are invited.

The Audit Committee, DON CONLEY, BERNIE SENN and JIM THOMAS, met at the Union Hall on April 27th and audited the books.

* * * * *

#Answer from Page Eight - a haircut.

MAINTENANCE - Thelma Goodman

This department has grown considerably since the last issue of TigeReview. With a new contract for 8000 hour overhauls on two DC-4's for QANTAS EMPIRE AIRWAYS there has been an influx of over sixty new personnel in all the shops.

Two new Crew Chiefs have been appointed - ART LAWSON in charge of the overhaul crew on days and BOB NORTON, in charge on the night shift.

MAYNARD HATLESTAD; HARVEY WIRTA; JOE GWYN and STAN MILLER are now leadmen and GEORGE MARUYAMA and "DUSTY" DESTEFANO have been transferred to the Inspection Department.

Inspection has gone slightly nautical with the addition of MRS DOROTHY ELDER, secretary to PAUL GRACE. Dorothy was a yeoman in the Waves - Glad to have you aboard Dorothy.

The paint, dope and fabric shop also has the feminine touch these days - with the welcome addition of ROSALIE MILIUS who comes from Lockheed where she helped build the constellations.

We extend a hearty welcome to all the new members of the Maintenance Department.

We are sorry to lose JOHN DOBSON, who has been on Special Modification, but wish him the best of everything in his new duties - flying our run out of Kansas City.

* * * * *

FROM AUSTRALIA

Last July TigeReview predicted that DOUGLAS DULY would go "clear down under" to bring in customers - well Douglas didn't have to go that far but we do have a nice Australian contract, as reported above.

JAN ALDUS, representative for QANTAS, is presently "sharing desk space" in the Bur hangar while the ships are being prepared for service between Australia, Hong Kong, Tokyo and London. (Qantas means - Queensland and Northern Territory Aerial Services - in case you were wondering)

* * * * *

T I G E R E V I E W

FLIGHT OPERATIONS - Janet Olson

I'm a pilot's wife I live alone
Six days of every seven
While my husband dear,
Year after year,
Soars the great blue heaven.

He leaves on Tuesday at midnight sharp
His suitcase in his hand,
He vows to me
That he will be
At home as soon as he can.

For two long days I wash and clean;
I wait for his return
Then on the third
A storm is heard
and he's delayed, I learn.

I LIVE ALONE

So on the fourth I shop a bit
And visit with some friends
To pass the day,
As one would say,
But then a fog begins.

On Sunday morn I go to church
And pray for lovely weather.
The field calls
The ceiling falls!
Which puts me in a dither.

Then Monday morning rolls around
The sun is big and bright.
I called the field
And nearly reeled
He's coming home tonight!

For six whole days I lived alone;
It's not what I call heaven.
But he's home at last
And all is past
Hurray for number seven.

(Ellen Davis -
The Airline Pilot)

* * * * *

The Flight Department has added three familiar faces to the regular payroll - .
FRANK GRAFF, JOHN WOODWARD and JOHN DOBSON are now regular co-pilots based in KC.
Captain JOHN HOLMES has been transferred back to BUR.

TRAFFIC TALK - LaVonne Herald

TOM HOLMES has moved into the swivel chair in Mr. Bartling's office, replacing CONKIE ENGLAND who refused to become a "CALIFORNIAC".

Connie took off for his old home town, Kansas City, where he has taken over new duties with Air Cargo Inc. He reports to JACK WELSON, our KC agent for his "do's" and "don'ts".

Cleveland's BILL TUCKER dominates the news this month. Along with his graduation from Baldwin-Wallace College in Berea, Ohio, he announced his engagement and coming marriage to MISS DORIS JEAN HOLE, of Lorain, Ohio. The marriage to take place in August.

H.C. "BUD" WHITNEY has assumed full-time operations duty.

Birthday congratulations to DON MCKAY, April 6, BILL BARTLING, April 19th. Our V-P Traffic says he doesn't feel a day older....

ROBBIE ROBINSON is sprouting a tuft of hair on his chin - preparing for the "whiskerino" contest in the coming Burbank-on-Parade celebration.

Our hats are off to RALPH FOSTER in CHI who did a wonderful job in keeping losses at a minimum when fire suddenly broke out at the Chicago terminal in the Monarch hangar.

COMMUNICATIONS

The success and reputation of The Flying Tiger Line has been established by a force of conscientious livewires. The main circuit of this enterprise is being constantly fed by a myriad of currents, the source of which is unbroken by a steady flow of energy and loyalty. This factor is represented in human personality and, while an unseen element, is an essential part of our organization.

We refer specifically in this issue to "Communications" under the able direction of LLOYD SHERMAN, where a nationwide system of contact is constantly maintained.

The password "company business" is your sole admission to this 17-hour day, 7-day week department whose daytime staff consists of URSULA MORIARTY, ETTA BAEDERER and NILA STEVENSON. After 5:30 P.M. MARGARET BROM takes over.

It's an unruffled URSULA who handles on an average of 1000 calls a day. Her cheerful disposition and efficient operating technique have more than justified the innumerable verbal "bouquets" she has received for her excellent service. Honolulu, London, Mexico or Pomona - - they're all part of an average day's work.

Ursula's pride and joy is very beautiful daughter PHYLLIS, who has sung to enthusiastic audiences in California, Arizona, Nevada and Alaska. Ursula is also no mean carpenter and painter as evidenced by the "new look" she has given her home in Burbank. Pedigreed Cocker spaniels that she has raised have won many blue ribbons.

ETTA is continuously up to her proverbial ears in dockets, tariffs and a variety of paper work which must be run on the multi-lith machine to provide the necessary supplies for an organization whose scope is so extensive.

In addition to an average daily run of 8000 sheets (The Tiger Review press run raises this to an astronomical figure) Etta operates the metering machine through which approximately 300 pieces of mail are processed daily. She also provides an hourly shuttle service through the various

departments for inter-office mail distribution.

Etta leaves her office "chores" to enjoy a newly-acquired California modern home; two daughters, one in Glendale College, one in Villa Cabrini and a son in Verdugo Hills Jr. High.

NILA has an exclusive on the verity-type machine and all "specials" are her responsibility. She has special training on this sensitive apparatus, which requires a maximum of technique. Nila also ably assists in the transmitting and receiving of Western Union and TWX messages. In addition she is relief switchboard operator and a very active part of the inter-office mail distribution service.

A television set claims a good portion of Nila's time at home, although dancing, husband Johnny and the cultivation of roses are her main interests.

MARGARET, who has been with us for seven months, working the swing shift till 1:00 a.m. reports (as usual) that "nothing ever happens" in her family. But a 2½ year old daughter and a 10 year old son are currently keeping her busy during off-duty hours with chickenpox and broken ankles. Her trailer home is the scene of interesting activity when husband "Railroader" Stanley is working on his latest creation for the Brom Railroad.

These are the personalities who maintain an unbroken chain of operations from coast-to-coast. These are the forces that promote and solidify our divergent industry.

(MEF)

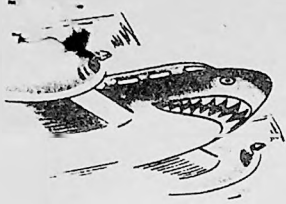
A number of very good slogans were entered in the FTL Slogan Contest. The one appearing on our front cover, entered by Frank Thill of our San Diego office, was judged the best - by a slim margin.

* * * * *

Every month the editor of TigeReview is asked "When are you going to put something about our department in the TigeReview?".

This "our" department can refer to your department. If you are not IN - do something about it - SEND IN YOUR NEWS to the editor...

DEADLINE FOR THE MAY ISSUE MAY 18TH



TIGER REVIEW

司公空航虎乳

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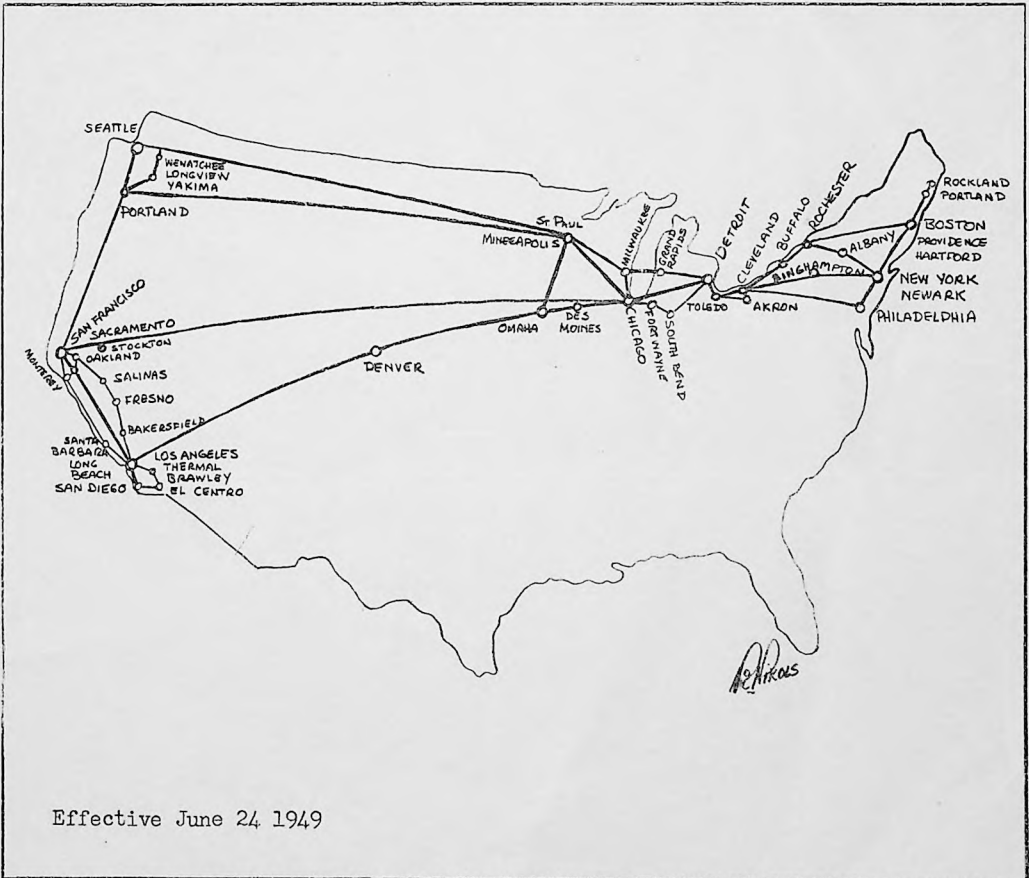
Vol. 2 * * * * * CERTIFICATION EXTRA * * * * * No. 5.
Second Edition

AIRFREIGHT ROUTE NO. 100 *

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ROUTE OF THE FLYING TIGERS



CERTIFICATION EXTRA * * * * *

May 5 1949

Now that C-Day has come and gone the TigeReview will attempt to condense into a minimum of space a few of the things that Certification means to us. The "Decision" entailed a small tome of technical and legal details which all boil down to the essential fact that we have five years in which to prove ourselves. The C.A.B. has said in effect "Boys, you have asked for it - now you have it- What are you going to do with it ?."

When the Civil Aeronautics Board, on April 29th, 1949, handed down its decision in the Airfreight Case granting our company a temporary certificate of public convenience and necessity, it not only placed the stamp of approval on our operations to date but it launched us on a continued pioneering venture - - that of proving that an air transportation company can successfully operate without a government subsidy. We are to be on trial - - in the eyes of the entire nation - - for a period of five years. * * * *

The decision stated" The certification of unsubsidized all-cargo carriers will require such carriers to bend all their efforts and to direct their abilities and skill to the full development of the air-freight potential.

"Such carriers will not be able to rely on passenger operations or mail payments to furnish the greater portion of their revenues. THEY WILL LIVE AND PROSPER ONLY THROUGH THEIR ABILITY TO DEVELOPE AN ECONOMIC BUSINESS AND BY CONSTANT SEARCH FOR NEW TECHNIQUES, NEW BUSINESS AND NEW EQUIPMENT. to the extent that they succeed in such endeavors, they will, BY THEIR EXAMPLE, benefit the presently certificated carriers and air transportation as a whole; and new methods, equipment and managerial improvements will be made available to the entire industry.

"THUS THE CARGO CARRIERS WILL PROVIDE A VALUABLE YARDSTICK FOR MEASURING THE ALERTNESS AND EFFICIENCY OF OTHER CARRIERS OF CARGO.

"In addition to providing a yardstick of efficiency, the all-cargo carriers will also provide a valuable yardstick of cost. Reliable cost data for freight operations by carriers of persons, property and mail are difficult to obtain

"It is contended that the mail and passenger carriers have little incentive to achieve the ultimate in economy and efficiency of freight operations, due to the fact that they receive mail payments which assure them reasonable pro-

fits. Whatever may be the validity of these contentions, it is extremely difficult, if not impossible, for the Board to undertake to review and pass judgment upon the innumerable items of expense of an operation in order to determine a proper cost level . . .

"The certification of additional all cargo carriers provides an important and useful yardstick of cost at a critical period of development of the airfreight business.

" During the period of growing operations by some of the applicants... the airfreight carried by the certificated carriers increased tremendously. It is neither possible nor necessary to determine whether its growth must be credited primarily to the spur of competition provided by the cargo carriers, or whether the growth would have occurred without them. In either event, the existence in the field of cargo carriers is likely to provide a continuing spur of competition to presently certified carriers.

" The facts of record lend credence to the assertion of the applications that airfreight can be developed without subsidy from the government in the form of mail payments. Certainly we believe it to be very much in the public interest to test the possibilities of reaching this goal through concentration of the efforts of the applicants on the carriage of property only."

* * * *

One immediate advantage that our company has gained is through the provision of the Certificate which allows for negotiations for contract with the Railway Express Agency for the carriage of air express. Such negotiations heretofore were out of range of the all-cargo carriers. The certificate also paves the way for interline agreements with all other domestic carriers in the U.S. When this is accomplished, through-airwaybills can be issued to any part of the country presently served by air. Our recently signed interline agreement with Pan-American World Airways has forged another link in our company's world-wide airfreight service.

* * * *

To award routes, the Board broke the nation up into traffic generating areas, designating those to be served by The Flying Tiger Line as California area, Northwest area, North Central area and the Northeast area with the following service points:

Terminal: Los Angeles. Other west coast points - Bakersfield, Brawley-El Centro, Fresno, Long Beach, Oakland, Sacramento, Salinas-Monterey, San Diego, San Francisco, Santa Barbara, Stockton and Thermal, California.

Northwest Points: Portland, Ore., Seattle, Wenatchee, Longview, Yakima, Wash.

Rocky Mountain Point: Denver

Midwest Points: Minneapolis-St. Paul, Milwaukee, Des Moines, Omaha, Chicago, Fort Wayne, and South Bend.

Eastern Points: Detroit and Grand Rapids, Mich.; Cleveland, Akron and Toledo, Ohio; New York, Buffalo, Albany, Rochester and Binghamton, N.Y.; Newark, N.J.; Philadelphia, Pa.; Boston, Mass.; Hartford, Conn.; Providence, R.I.; Portland and Rockland, Me.

THIS WILL BE DESIGNATED IN THE NATION'S AIRFREIGHT STRUCTURE AS "ROUTE 100".

* * * *

It is planned to provide regular service at all metropolitan terminals as soon as possible after June 24th. However, our certificate does not require us to serve immediately all the 43 points allocated to our line. Service to smaller points will depend upon the airfreight potential since in some areas service is only feasible at certain times because of market conditions. This is particularly true in the produce areas.

It is the company's objective to provide the fullest service possible and this eventually will require considerable expansion both in equipment and personnel. As this expansion proceeds personnel who may wish to apply for transfers to our new stations will be given an opportunity to apply for such transfer. However, this expansion will, of course, be accomplished only in a way that meets both the needs for service and the stability of the company.

As our President, Mr. Robert Prescott, has said "airfreight in this country is still an experiment - - we have set out to prove that we can operate an airfreight line without subsidy . ." With a prospective potential domestic traffic for airfreight of not less than one billion ton-miles annually to work on - with personnel with "know-how" and the enthusiasm of a young company necessary to attack the job ahead our company is well equipped to measure up to its increased responsibilities.

* * * *

CONGRATULATIONS FROM: - - - -

John F. Budd, Air Transportation

"Congratulations on successful conclusion of your long fight. Good luck."

* * * *

U.S. Airlines, Han Johnston

"Heartiest congratulations to you and your organization upon being certificated."

* * * *

Owen Williams & Loye Hawkins
California Atlantic Airways.

" Congratulations and Best Luck on your certificate. "

* * * *

Clarence J. Muth, Manager,
Air Service Bureau, Milwaukee Assoc.
of Commerce.

"Heartiest congratulations, Milwaukee welcomes its new member of the business community. Will be glad to confer with you at earliest opportunity on establishment of Milwaukee service."

* * * *

Bob Anderson (Chicago Sales)

"Dear Bob all of us join in congratulating you and the rest of the gang on this very happy occasion."

* * * *

These are just a few of the first telegrams of congratulations to be received by Mr. Prescott - letters and telegrams are still being received.

* * * *

Donald Douglas, Santa Monica.

"Please accept heartiest congratulations on official government recognition of your great accomplishments in pioneering and expanding airfreight development in the United States. Your initiative, courage, vision and experience give every assurance that not only the economy of the nation but the entire world will be greatly benefited by progress and accomplishments still to be recorded. Please call on me or anyone else in my organization for any assistance Douglas may be able to give you."

* * * *

Frank Guterl, Alexander & Alexander

"Heartiest congratulations to you and your associates upon obtaining your certificate. Wish you the greatest success."

* * * *

Henry W. Fischer, Shipping Digest

"Heartiest congratulations Bob on the good news released by CAB last Friday. Please keep us posted on your activities."

* * * *

Leonard Schwartz, General Sales Manager
Lockheed Aircraft Corporation.

" Warmest congratulations on recognition earned and authority granted you by recent CAB decision. May this launch you on a long and successful career."

* * * *

TigerReview
Katherine M. Smith, Editor
Feature ArticlesMarjorie Fortin
Cover Artwork.....Eloyd Sherman
Illustrations.....Vic Nikols



TIGER REVIEW

司公空航虎飛

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The Flying Tiger Line Inc.
Burbank, California

Vol. 2

May 1949

No. 6

AIRFREIGHT ROUTE NO. 100 *

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ROUTE OF THE FLYING TIGERS

PREVIEW OF COMING EVENTS

The June issue of TIGER REVIEW will be our ANNIVERSARY NUMBER - The Tigers' Fourth Birthday, and will be devoted exclusively to:-

THE DAYS WHEN - - - Helen Ruth (Mrs Bob) Prescott was our "office staff" - - Bob Prescott and Bill Bartling were out helping to load cargo - Mayo Thomas comprised our sales force - -

Paul Grace will tell us about his trip to Mexico to round up some airplanes - - "Colly" Colquette, Rhuel Trimble, Joe Cuppett and Bob Ghormley will reminisce about the good old days when . . the maintenance department consisted of a collection of tool boxes and the rear ends of the mechanics' cars. . .

Duke Hedman, Cliff Groh and Tommy Heywood will highlight the initial flying days when they flew anything they could lure on board to anywhere it had to go - at any time.

Those of us who have become associated with the company since the Long Beach days and who missed out on the ground work that went into the founding of the present Flying Tiger Line will have a chance to hear first-hand what the boys were doing Four Years Ago...

* * * * *

Plans are being made to properly commemorate the Fourth Birthday of our company and details will be announced later . However, the Annual Company picnic has been scheduled for June 26th and will be held at the new Sunland Swim Park, in Sunland, Calif.

Blair Smith, who is working out the details assures us that the Park has been much improved since last year and that we can anticipate a very enjoyable time.

* * * * *

THROUGH LEADS WE WILL SUCCEED
(D. McKay DT)

so

FOLLOW THAT LEAD
(Bill Kline BUR)

TIGER REVIEW

** TIGEREVIEW **

Katherine M. Smith, Editor

Feature ArticlesMarjorie Fortin
Cover Artwork.....Lloyd Sherman
Illustrations.....Vic Nikols

FLIGHT OPERATIONS - Janet Olson

On April 19, the wives of Tiger pilots based in the Los Angeles area gathered together at Lowery's in Beverly Hills for dinner. When they took their places at the table they were each presented with a lovely gardenia - a gift from the husbands! And a little bird let the cat out of the bag . . the gardenias were flown by WESTERN AIR LINES from San Francisco for the occasion.

Captains D.K.ROBBINS, J.V. LANE, G.A. MYER and L.A. HOOPES have taken a leave of absence to fly for VIKING AIR LINES on NC 63396, which VAL has leased from us.

TIGE I was presented to the Flight Operations Department by pilot BOB MARTIN and wife TRUDY, on April 19th, but didn't stay there very long because on April 29th, when the good news came through that FTL had been given their certificate TIGE I was presented to MRS HELEN RUTH PRESCOTT.

TIGE is a very cute little fellow, with much color and personality and really portrays the Tiger spirit. You see Tige is a ceramic portrait made by Bob and Trudy.

The Martins, a very ambitious couple, make ceramics one of their hobbies. They attend class at the Van Nuys High School and are planning to make a set of dinner ware when they acquire enough experience to start on such a large project. In the meantime they have presented TIGE II to Flight

Operations and he has a place of honor just behind the desk of Chief JOHNNY LONG.

WILL FLY TO EUROPE

Tiger C-54's will be doing some more trans-Atlantic flying this summer if plans now formulating go through - the C.A.B. has granted our company special permits to fly three round-trips to Rome carrying Catholic students who are making these educational trips under the auspices of Italian schools.

COUNTING THEIR CHICKENS

Hitting 400 miles per hour at 300' a Lockheed RF-80 zipped over a 22 mile strip of marshland, counted all the ducks on the feeding grounds and turned in a "census" report to the Fish and Wildlife Service.

That's pretty fast counting even for the AAF - but the experiment took place over the Grasslands feeding grounds in the San Joaquin Valley (Calif.)

Capt. C.V.EAST and Lt. C.G.RIGSBY from March Field took the census using a Sonne S-7 camera developed for high speed photography at low altitudes. The camera is synchronized with the speed of the plane and obtains detail never developed in ordinary aerial photographs.

CONGRATULATIONS TO K.L.M.

From Fokker F-18 's to DC-6 sleeper service in 15 years. In December 1934 KLM's Fokker F-18 spanned the Mid-Atlantic which was hailed as an outstanding performance of navigation and flying skill and was the start of the West Indies division which today covers 6,203 miles. K.L.M.'s West Indies Division has also been awarded for the 6th consecutive year the Aviation Safety Award of the Inter-American Safety Council.

FLYING TIGERETTES - Sue Warner

Signing off for the season the team is very pleased that they came out in second place - - this is particularly good since most of the girls started as beginners.

Two of the four individual prizes were won by the team - LAVONNE HERALD \$5.00 for high individual game for the season with a score of 264 . . \$10.00 for high team series for the season with a 2743 score. This was nice bowling for a team that was at the bottom of the league for some time. They also won first place in the sweepstakes for high individual game 909 for \$11.00 place money.

May 27th - Friday will be a BIG DAY - The Tigerettes are to bowl the BUR SALES boys - at the North Hollywood Alleys - which is neutral ground for both teams - the Sales team consists of LLOYD BULLOCK, Captain; LEN KIMBALL; BILL POWELL and BOB McNALLY - (The boys' average 200 - Lloyd says!) The games will be bowled on a handicap basis.

Both teams are looking forward to seeing a good rooting section turn out - THE TIME: 8:00 P.M.
THE PLACE: N.Hollywood Bowling Alleys, 4545 Lankershim Blvd.
THE DATE: Friday, May 27th.

* * * * *

EDUCATIONAL FILMS

BUR Sales meetings have been producing some interesting material lately. BILL HOLLAN, of SLICK AIRWAYS, came over to show their very instructive color film on Airfreight - The Pacific Telephone & Telegraph Co. exhibited a selector, which is a sort of skeleton switchboard, through which Miss V.M. SIMPSON of the telephone company demonstrated how not to dial wrong number and how to get efficient service from the phone system. MR. GEO. C. BRUCE, also from the telephone company spoke on the value of good telephone service to our customers.

* * * * *

SOFT BALL - Les Branchflower

The softball team has completed the practice rounds winning 50% of the games. The teams were classified and FTL came out with a Double A club. Teams already played in practice games are SNEYDER-LYNCH; PHIL RAUCH; BROWNS-BRAKE SERVICE; QUALITY PLATING, PACIFIC AIRMOTIVE and BRAGG BROS.

The team will play one league game a week for 14 weeks then there will be playoffs for the league leaders - League competition started May 23rd.

An election was held on May 2nd and AL TAYLOR was elected assistant manager (to act as Manager during JOHNNY REEVES' absence) and LES BRANCHFLOWER was elected Coach.

It was good to see Johnny up and around again when he visited us at the hangar recently. We are looking forward to having him back with the league in the very near future.

* * * * *

TIGER SQUARES - Leona Ross

The Squares have been somewhat dislocated recently - DICK YOUNG's two offspring have had the measles - EVELYN FLETCHER's better half has been working night and day on the family Aeronca - PAUL ROSS has been back in Dayton taking a refresher course at Wright Field - Paul is technical editor on aircraft handbooks.

EVELYN FLETCHER left for KC and NY on May 16th carrying "El Lobo" under one arm and a large box of candy and her suitcase under the other - and Evelyn is no catnap. She will be on leave for 10 days. (Ed: Evelyn is not stealing our horse charter business - El Lobo is a dappled rocking horse - a gift for her nephew.)

* * * * *

TIGER REVIEW

The A V G Wings



MEET OUR FLYING TIGERS

Second in the series

Introducing ROBERT P. "DUKE" HEDMAN

It was Christmas 1941 in the Burmese village of Mingledon, just north of Rangoon. The boys of the American Volunteer Group had been cut off from supplies since the raid on Rangoon two days before and their Christmas ration was an uninteresting diet of bread and beer.

At 11 a.m. the alarm was given. Enemy planes were approaching. Seconds later 12 members of the Hell's Angels Squadron were on their way to combat. P-40's that had not quite recovered from the previous melee streaked down the runways.

Somewhere over the Gulf of Martaban they met the first group. There were in all 42 Nakajima fighters covering a flight of 81 bombers and they were approaching Rangoon, flying right over Kipling's famed "Moulmein Pagoda". The 12 battered P 40's sailed in to break up the party and the fight was on.

It was in the midst of this fray that the Flying Tigers learned about a new Jap trick - faked radio orders to land were heard in English and as some of the boys prepared to land they were swiftly followed down by the foxy enemy right on their tails.

At 12,000' a lone P-40 was pursuing a solitary enemy when he was spotted by 4 Nips. In the ensuing minutes the P-40's canopy disintegrated and the riddled plane dove earthward. The pilot, slumped forward in the cockpit, was abandoned by the enemy as dead.

But Robert P. "Duke" Hedman was far from dead. He landed near Pegu with his ship in somewhat worse shape than when he had taken off, and with empty gas tanks and no ammunition.

This may not have been Duke's worst experience. Two days before he had been in a fracas involving 54 twin-engined Mitsubishi bombers with a cover of fighters. It was a blistering day with the temperature sizzling at 115° and the brick colored runways were red hot. With a reputation as an ultra conservative pilot Duke literally kidnapped a plane for this show by beating the lawful pilot to the cockpit. The flight spotted the enemy at 18,000' and peeled off to the attack. Duke dived through the fighters to get to the bombers - he got one fighter on the way down, a bomber on the rebound and two more fighters before the enemy got his gas tanks and shot away his gun sights. Last seen in this fight Duke was headed out over the Gulf to get his fifth credit for the day and to become America's first World War II Ace.

Then there was the time he was shot down near Rangoon and spent two uncomfortable days looking at the wrong end of thin Burmese bayonets. This must have been before the days when the Flying Tigers had stitched to the backs of their jackets an emblem with a Chinese flag and the inscription "I am a foreign aviator flying for China. Please take me to the nearest authorities". Because it was not until an English speaking Burmese Commander arrived that Duke was released and

(Please continue on Page Five)

MEET AT THE HUNTING HOTEL, PASADENA.

The Crystal Room at the Huntington Hotel, Pasadena, California, was the scene of a dinner given for Flying Tiger Directors, their wives and guests on Saturday night, May 21st. Twenty-five members of our organization, including Mr. Norman Meyers, our Washington attorney, and his wife, and guests of the company Mr. Edwin Pauley and Mr. Robert L. Smith, manager of the Los Angeles Daily News, celebrated the certification of our line.

The dinner was entirely an informal affair with speaking rising to the occasion without formal introductions to express appreciation for the work accomplished by Mr. Prescott and his associates against overwhelming odds.

The aviation theme, designed by Mrs Robert Prescott, was carried out in the table decorations, place cards, menus and favors. Our model C-54 formed the center piece, poised for a landing on a long runway of white carnations that ran the length of the table. The runway lights were red carnations and the field border was outlined in blue and red flowers.

Scrolls representing individual "certificates" were used as place cards and the items on the menus incorporated products from our major points of service. Miniature colored plastic trucks carried red and blue packages. Flying Tiger lapel buttons and pins were presented to each guest as a souvenir of the occasion.

(Continued from Page Four)

returned to Rangoon.

When the Flying Tigers were disbanded in July 1942 Duke joined the China National Aviation Corporation and for over a year he and his Chinese co-pilots flew supplies for General Chennault's 14th Air Force over the Hump making 500 trips over that formidable mountain range.

Duke's career started back on the farm in Webster, S. Dakota, in 1916. From grade and high school he went to the University of South Dakota. In 1939 he entered Hancock School of Aeronautics in Santa Maria, California, from which he enlisted in the U.S.A.A.F.

At Selfridge Field in July 1941, Duke resigned his commission to join General Chennault's A.V.G. During those days he was officially credited with 6 enemy aircraft downed and 20 "probables".

From China he returned to the U.S. and in 1943 flew for American Export Airlines carrying medical supplies, mail, passengers and food between New York Europe and Africa and while he was flying this route he decided to join forces with the other ex-Flying Tigers to organize our Flying Tiger Line.

Today Duke is a senior Captain on our line, is a vice-president of the company, and between schedules enjoys a game of golf and, with his charming wife Mary Ann, entertains friends in his home in the much-sung San Fernando Valley.

* * * * *

SAN FRANCISCO - Lillian Sonstroem

Adobe Lodge, Los Altos, near Palo Alto, was the scene for the combined Sales and Operations picnic on Saturday, May 21st., attended by approximately 45 people, Flying Tiger personnel and friends.

May was moving day for SFO Tigers - HAL BAUER and VAN HURD have both acquired new residences in Oakland while CHUCK BRYANT has moved to Alameda.

* * * * *

(Ed Note - come rain, hail, flood or fire, the mail finally comes through - which brings us at long last the following announcement-----)

To the CHUCK BRYANTS - in the Providence Hospital, Oakland, a daughter SALLY JO-ANN, Born November 21st - weight 7 lbs 10 oz. (Belated Congratulations).

* * * * *

THREE YEARS SERVICE

Practically an "original" with the company HUBERT JACKSON has been with the Los Angeles Sales office since May 29th 1946. With MAYO THOMAS Hugh has watched the department grow.

* * * * *

SHIPPERS' PROBLEMS

The April issue of TigeReview presented the first of a series of aircargo articles which are being prepared exclusively for your paper by the traffic managers of various airfreight shippers. These articles are designed to bring members of The Flying Tiger Line closer to the problems of those companies who have demonstrated their confidence in us by using our service and making it possible for us to establish our world-wide airfreight system.

Mr. Horace Noyes, traffic manager, for Bendix West Coast, graphically described the importance of "Follow-Through" in last month's issue. We now present "THE NEXT STEP IN CARGO DEVELOPMENT" by Mr. L.J. Rowley, traffic manager, Lockheed Aircraft Corporation.

It is with much appreciation that we acknowledge the time and effort given to the presentation of these feature articles for our paper.

Americans have more time-saving devices and less time than any other people in the world.

FTL IN DOUGLAS MOVIE

When the Douglas Aircraft Corporation decided to make an airfreight film it chose Flying Tigers as one of the "actors"... as their public-relations representative said "We knew the Flying Tigers were tops in the airfreight field."

* * *

FROM ACROSS THE ATLANTIC

From Scotland mail reads: "I've read quite a bit about the achievements of your Line in the various American aviation magazines I subscribe to, and your company is certainly one of the biggest in the business in the U.S.A." We also get "fan mail" from Holland and England.

* * *

AUTOMOBILE ROW

Bur Parking Lot is beginning to look like an extension of Figueroa Street (easterners don't try to pronounce that - its figger - oer) ART LAWSON, PAUL GRACE, WILLIE SKAGGS and JACK DUPREE are all sporting new models.

* * *

THE NEXT STEP IN AIR CARGO DEVELOPMENT

By L. J. Rowley, Traffic Manager
Lockheed Aircraft Corporation

"...an intensive campaign of
research and education.."

The comment is frequently made that air cargo is in its infancy. That is not an accurate statement as air cargo has passed the period of its infancy and can now be considered as being in its adolescent stage, feeling its growing pains and flexing its muscles. It has hardly reached the point of maturity where it can stand on its own feet and earn its own way but that day is not far off.

One of the most carping critics of its development is the railroad industry which delights in pointing out the tremendous job it does in handling the vast tonnage represented by the commerce of this country. However, that same industry, unwittingly perhaps, is the greatest single factor in the rapid development of air cargo today. The railroads are setting the pattern for all surface carriers with a continual march of increases in their transportation rates and charges and it has now reached the point where the gap between surface carrier rates and air cargo rates is rapidly diminishing.

The rail carriers, for many years, have built their rate structure on many factors, chief of which were value of the article and value of the service to the shipper with the factor of density thrown in as an added excuse for high rates. As a result, it costs far more to ship a carload of machinery than a carload of coal, and even more to ship a carload of aircraft parts than a carload of machinery, and the net revenue return to the railroads is in the same proportion.

It is hardly conceivable that commercial air cargo carriers can profitably handle shipments of coal, but they are today handling a substantial volume of the movement of aircraft parts. Not only are they now handling the higher rated and higher valued articles, but are more and more invading the machinery shipment field and that of other commodities heretofore considered unsuited for airfreight movement.

With the last increases of rail and truck freight rates and pending requests before the I.C.C. for additional general increases, the industrial traffic manager is beginning to become more and more aware of the advantages in using air freight. Recognition is being given to a broad calculation of net cost by considering savings in packaging and savings in tare weight - and to this can be added, in some instances, savings by maintaining lower inventories.

With the air freight case decisions clearing the atmosphere somewhat, more attention and energy can be, and must be, devoted to the task of proving to the shipping public that in many cases it is cheaper to use airfreight when considering the net laid-down cost. AND TO DISASSOCIATE FROM THEIR MINDS THE GENERALLY ACCEPTED IDEA THAT SHIPMENTS BY AIR ARE MADE ONLY IN CASES OF URGENCY.

That program will require an intensive campaign of research and education. The past history of transportation in this country has proven beyond a shadow of a doubt that the greatest revenue return for any surface carrier is in the transportation of freight, in fact the passenger business for some railroads usually shows a deficit. There has been no indication that this same condition will not obtain for the air lines in the future.

* * * * *

MAINTENANCE - Thelma Goodman

Flight Maintenance has just completed the conversion of "396" to a 72-passenger "plush" airplane for lease to Viking Airlines - "911" arrived at home base this week for an 8000 hour overhaul. With the object of accomplishing this work in minimum time on the ground in order to maintain schedules this department is out to establish a record for a DC-4 overhaul job.

* * *

JACK DUPREE and JOHN MOBLEY have been transferred to the Inspection Department and are now known as "INSPECTOR DUPREE" and "INSPECTOR MOBLEY." LEON COLQUETTE is now lead mechanic on BUD NORTON's night crew replacing HARVEY WIRTA...

* * *

HARVEY, since being introduced to our personnel in the last issue of TigeReview has resigned to join General Chennault again in China..... Harvey's papers were made out for Shanghai but where he will finally land in China is at the moment in doubt. He has promised to let us hear from him upon arrival.

* * *

GLEN SMITH, who was with us during the ATC days is back as Chief Engineer and we are glad to welcome him. Glen has been with Pacific Overseas at Ontario, California, in the interim.

* * *

We have added another member to our family at Burbank - JOHN WILMOTTE has joined JAM ALDONS from the land of the Southern Cross - these two representatives of QANTAS AIRWAYS have become very popular with the Tigers and we are glad to have them with us.

* * *

The first batch of four AT-6's has been delivered to LYONS VAN & STORAGE for shipment to Pakistan under our contract for eleven ships.

* * *

DOUGLAS DULY, who is doing such an excellent job of contact work for our maintenance service is in New York to sign up another customer. Doug's nose for business is keeping our service crews busy during May we had to sign on 70 additional personnel.

DETROIT - Bill Grant

DAVE JAMSEN just back from the Derby where he sipped juleps and bet on a couple of horses - must have flown faster than his horses - judging by the week-end results.

* * *

THE DON MCKAYS are the proud owners of a lovely new home in Huntington Woods - Now that he is a "home owner" Don is learning the hard way that lawns are seeded simply and solely to feed the birds - if a lawn comes up it is just plain good luck! "Oh my aching back" moans Don.

* * *

Five a.m. rising wasn't bad out in California (says BILL GRANT) - the trip was terrific and it was nice to have been in God's country for awhile - but oh the trip back home. It was noisy with lots of baby chicks and sleeping accommodation wasn't exactly a feather bed!

* * *

UNIVERSITY STUDENTS VISIT BURBANK

BOB WOODWORTH, MC'd a tour of headquarters operations with 30 students from the University of Southern California. The boys are enrolled in the Air Lines Practices class under GEORGE FULLER.

* * *

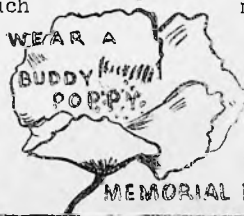
IN LUTHERAN HOSPITAL

GENEVA SCHINDELE (pronounced Schenley as in Hiram Walker) will be missed around the BUR hangar for the next month. We are sorry to report that our cheerful Personnel girl is in the hospital undergoing surgery.

* * *

WORD PICTURE - She left a busy impression on her desk.

(Lois Zimmerman)



TIGER REVIEW

TIGER CUBS - So Glad This Joy has come to you
Hope other Happy Dreams come True

RONALD DAVID, arrived March 29, weighing 7½ lbs, and was welcomed by MR AND MRS HENRY MERAZ. Ronald is reported as already studying for his A & E.

SHIRLA JANET, 7 lbs 9 oz, checked into the St. Josephs Hospital, Burbank, to be happily received by MR & MRS GEORGE GROSS, on May 8th.

Damage Claim has been reported by - HAROLD RAMSDEN as follows:-

1 Pipe burned out caused by oversmoking and smoking too fast by FATHER RAMSDEN
10 Finger Nails chewed down to the quick caused by anxiety - by FATHER RAMSDEN
1 Overworked nervous system - used up by FATHER RAMDSEN
CAUSE: Stork delayed delivery on ONE BABY GIRL weight 6 lbs 10 oz SHIRLEY JANE - April 27 1949.

* * * * *

DECORATES WING SCOUTS

VELMA MUNDY (Acctg), who is chairman of the Aeronautics Committee of Amelia Earhart American Legion Post No. 678, assisted in the distribution of the First Wings presented to the Rambeau Rockets who have completed their first year as Wing Scouts. As part of their first year training Velma took one class of the Scouts on a tour of our Burbank Operations.

* * * * *

I AM LOCAL 1903 - DUBSANK

The Union Dance held on May 14th proved so enjoyable that plans are being made for another one in the near future. Music was provided by PAT CAMPATO's 200 records and great credit goes to MRS HENRY GARCIA who took such efficient care of the refreshments. The party, held at the Union Hall, broke up at about 2:30 a.m. A number of the boys from the night shift were able to join the party at a late hour.

DUAL CONTROLS

VERNON "Pilot" DAVIS AND PHYLLIS ROBERTSON were married in Yuma, Arizona, May 14th, and we wish them every happiness.

Captain A.F. SEYMOUR, a recent groom is now "at home" in Kansas City and ready to receive friends and to introduce his bride BERNICE.

* * * * *

ENGINE BUILD-UP - Sol Bisk

BUCK & JERRY BUCHANAN "flew" over the week-end to Spokane and back in their new Hudson - averaging 59.5 mph. (Its all downhill coming back of course)

THOMAS, known in the shop as "Professor" has passed his entrance exams and is planning to return to the University of California this fall.

FLOYD FUNK is once more a batchelor - his folks, mother and dad, have returned to Iowa.

HOMER "Yukon" VOILE wants to go to Alaska - but like "Sam McGee from Tennessee" Homer claims its too cold!

We were sorry to lose veteran WILL RODGERS, but his doctors have made him take medical leave - he has been replaced in the electrical department by FRANK LANCASTER.

* * * * *

VISITS FFL HANGAR

MARSHALL MEYERS 10-year son of Mr & Mrs Norman Meyers, of Washington, D.C. was a visitor at our Dur headquarters on May 23rd. JIM DEUIREN, day crew chief took him through our C-54's and THELMA GOODMAN, who has an 11 year old son ROSS, swapped boy-talk with him about his trip to Europe and his school - the Judson School for Boys in Phoenix Arizona.

PUBLIC RELATIONS

The past month has been a busy one for our speakers - DAVE JANSEN spoke before the Ann Arbor Lions; BOB ANDERSON appeared at the Chicago Heights Lions Club. Burbank Sales force made 9 talks throughout the Los Angeles area, with TOM HARVEY, KEN FRASER, VIC MIKOLIS, WILLIAM POWELL and BOB WOODWORTH sharing the honors.

MIKE CARNES, SFO Station Manager rates special mention for the good publicity notices he gets into the press. News clippings coming into the home office indicate that Mike not only manages to get some good FTL items in the dailies but when that is lacking he arranges to be on hand when anything spectacular is going on at the airport - for instance an Oakland daily reporting the Flying Wing states "MIKE CARNES of the Flying Tiger Line was present and witnessed the event".. see what we mean?

* * * * *

DENVER HEARS ROBERT W. PRESSCOTT

Our president, Bob Prescott, delivered the closing address at the second annual Airport Operators' Council meeting, held in Denver May 4th. Referring to our position under certification Mr. Prescott said "Because of the rapidly changing character of this business The Flying Tiger Line will proceed on a flexible basis so as to be in a position to take full advantage of the developing airfreight market without risking the danger that may follow from overexpansion....."

"Growth of airfreight in the 50's will depend on the ability of the industry to agree among themselves and with the Civil Aeronautics Board on a rate structure which will protect the carriers against destructive competition and at the same time provide incentives for the extension of airfreight services."

* * * * *

WE HAVE THAT REPUTATION

LOLA FARNES, on the BUR sales phone the other day, was asked if we could ship a dog to Denver, because, the lady said "I hear you people are so kind to animals"... ROBBIE ROBINSON (Bur Op) must be partly responsible for that - recently he was observed paying cash money out of his own pocket for noon food over a Friday to Sunday night layover for a Boxer, and walking the dog on his day-off.

SAFETY FIRST with FLUORESCENT LIGHTS

LLOYD SHERMAN, our safety engineer warns us again about the danger connected with use of fluorescent lamps - quoting from "The Consumers Research" we are reminded:

"There is a possibility of very serious injury by glass from a broken fluorescent lamp tube. If there is a cut from the glass, or if the powdered material from the surface of the glass enters a wound...chronic inflammation may result and months may be required for the wound to heal..."

"This extreme toxicity is in the powder which is used to line the interior of the lamp.

"Lamp makers have begun experiments with synthetic, non-metallic powders to replace beryllium but in the meantime it is extremely important..to use every precaution in disposing of fluorescent lamp tubes and ABOVE ALL DISPOSE OF THEM IN SUCH A WAY THAT THEY CANNOT COME INTO HANDS OF CHILDREN.

"Dust fumes from the materials must be prevented by all possible means from getting into the human system either through a wound or through the nose or mouth.

"The danger is so great that power companies and lighting engineers have contrived a special machine for breaking up the tubes.

"NEVER DISCARD FLUORESCENT LAMPS BY PLACING THEM WITH RUBBISH OR REFUSE WHERE THEY CAN BE CARELESSLY HANDLED OR BROKEN. NEVER DESTROY THEM IN INCINERATORS. DO NOT PERMIT THEM TO BE DISPOSED OF WHERE CHILDREN MAY HAVE ACCESS TO THEM."

* * * * *

CHICAGO REPORTS - Pat Morrissey

To celebrate the good news of our Certification BOB AND MARIAN ANDERSON gave a lovely party at their home for CHI SALES. We almost forgot the reason for the gathering when we saw the Anderson baby, HOLLY...with red hair and a promise to be as good looking as her Mother, and as much fun as her Father.. with a grin she uses often - and to good advantage.

* * *

BILL AKINS' trip to California truly sold him on that Fair State - at the drop of a hat he will rave about California produce.. for the first couple of days after the trip he looked like a Hollywood "extra" but he gave that up because the men at the market took him for a "tourist".

* * *

BOB ANDERSON has been taking a week's "well earned vacation" - just staying home and loafing - everyone with a home and baby knows how much loafing can be done! (Two weeks rest back at the office should fix you up Bol. Ed.Note)

* * *

At this late date credit should go to the boys who did such a find job at the time of the CHI fire. We were very fortunate that such good men as RALPH FOSTER, EMMET LARAN and BOB MCGEE were on hand at the time and later JOE JURZYCK, TOM CARTER and JOE HENDERSON helped get reorganized. BOB CAMP and BILL AKINS from Sales were on "lend-lease" for a couple of days also.

* * *

The new CHI operations office is reported somewhat restricted in space. ED CRUMPLAR trying to pace up and down while talking to RALPH FOSTER was blocked by BOB MCGEE at the teletype machine, while a cocker spaniel tied to the leg of a chair tried to bark his way to freedom. Ralph is looking for wide-open spaces!

* * * * *

AT MARCH FIELD

R.N. "BOB" BENNETT has been on leave of absence from the Radio Shop for the past two weeks to become CAPTAIN BENNETT, USAAF. Bob was a fighter pilot during the war flying P-38's in the Pacific Theatre.

* * * * *

WORD FROM NEW YORK - George Dart

Two young elephants (on the hoof) and one gorilla (caged) were refused passage on FTL to St. Louis recently. It was felt they wouldn't mix well with milady's finery..

* * *

FRANK MINDNICH and ED MURPHY completed one year's service with the company this month.

* * *

HUNT LAFFEY, our resident representative in Hartford, Conn. is very well pleased that the CAB okayed Hartford as one of our New England points.

* * *

CHICAGO ATTENTION - FRANK CLAIN, is about to invade your territory, complete with wife and three children age 4 and 2 years and 7 months. The "blitz" will be the first two weeks in June. Frank's Crosley has been traded for a Lincoln Zephyr for the trip.

* * *

ART BREYFOGLE who has joined the sales staff is doing a wonderful job and incidentally (strictly off the record) the boy has a really terrific tenor voice - which is quite an attraction for THE POWERS GIRLS down the hall.

* * *

On May 7th the Newark Airport looked as though it had opened a class in Junior Operations! FTL played host to BOY SCOUT TROOP #3 of Bloomfield, N.J. and their scoutmaster E.R. WOODLAND, Asst. Mgr. of the Chemical Bank & Trust Co. NYC.

BILL GUNTHER gave his all for Operations as his youthful enthusiasts trailed after him - captain RAY KORTY gave up his afternoon off to take the boys through our C-54's and "Pappy" Dart completed the afternoon by providing chocolate sundaes for our guests. Sundry scouts' pappas who came along just to see how an airline operates were taken in tow by FRANK CLAIN.

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TIGER REVIEW

司公空航虎乳

Published Monthly by The News Bureau
Lockheed Air Terminal

The Flying Tiger Line Inc.
Burbank, California

Vol. 2.

4th ANNIVERSARY NUMBER

No. 7



Bill Baring

*HARTELYK GEFELICITEERD
EN VEEL GELUK



*HJÄRTLIGA
GRATULATIONER
OCH LYCKA TILL

Robert O'Hedman

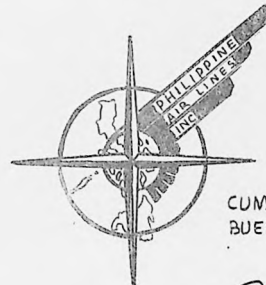
寿
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Tom Hayward



* FELIZ
ANIVERSARIO A MUI
TAS FELICIDADES

Cally Alguette



* FELIZ
CUMPLEAÑO Y
BUENA FUERTE

Bob Prescott

Liff Gosh

H. P. Kols

***** HAPPY BIRTHDAY & GOOD LUCK *****

** TIGERVIEW **

Katherine M. Smith, Editor

Feature Articles..... Marjorie Fortin
Cover Artwork..... Lloyd Sherman
Anniversary Cover
Design & Artwork.... Vic Nikols

As announced in the May issue of TigeReview this month's edition is strictly an Anniversary Number and all copy has been contributed by the members of our present organization who, four years ago, started out to pioneer a new industry.

This Anniversary Number is a small tribute to their foresight, faith and courage. This is their story.

THE CONESTOGA - Our First Airplanes

Granted that the Conestoga was "all that the Navy had ordered" it really had to be seen to be believed. "For heaven's sake - WHAT'S THAT?" was the usual remark as incredulous people looked - and then took a good second look to make sure what they saw was really there.

For awhile it looked as if these orphans of the aircraft industry were destined to die unsung, rusting and corroding in the winds and weather of a Georgia surplus field - then one bright day they became the center of the Battle of the Bids and after some months of rumours and false reports they became the property of The Flying Tigers.

And so these odd craft, named after the Schooner of the Prairies, were given a chance to carry on the tradition of the Pioneers by blazing new trails to new horizons.

THE TIGER SHARK - THE BENGAL TIGER

Our Insignia

On December 21st 1941 the Chinese press was jubilant! The Japanese had met their first opposition and aerial defeat in four and a half years of merciless bombing of defenseless China. And the licking had been administered by Chennault's AVG.

The press sang the praises of the Fei Weing - the Flying Tigers. In bestowing the name of Tiger on the AVG China was conferring their highest honor because the tiger had been chosen as their symbol of courage and strength in 1911 when Free China decided to replace the Dragon of the Manchu Dynasty with the Bengal tiger.

The Tiger Shark came in the picture when the ground crews decided to do a little decorating job on the unadorned P-40's...the idea seemed to be to cook up a frightful looking monster to scare the Japs. The Japanese, a strictly island people, composed of fishermen and sailors had a healthy respect for the ferocity of the tiger shark - thus our shark nosed insignia today.

The tiger shark, however, had been used as an insignia by the RAF and the AVG wanted their own symbol so Walt Disney, who was designing insignia for our military units, was called upon to originate something for the Flying Tigers - his artists came up with the flying Bengal Tiger backed by the V for Victory - so today we also have the flying Bengal Tiger.

AND NOW THAT WE ARE FOUR.....

Robert W. Prescott, President

The anniversary messages I have written to you in the past have been mainly concerned with what we hope to accomplish in the future, with relatively little to boast of in the preceding year.

This year there is a little difference. The Company has been able to curtail its staggering losses. We will end the fiscal year on just about a break-even figure. This has been accomplished by beating the bushes to get in every dollar of revenue possible through the front door, and holding down with all our might to keep it from going out the back door.

Also, in our regulatory proceedings, we have finally reached the crest of the hill after three years of uphill fighting with its many heartbreaking delays. During this past year we have been successful in:

1. Getting a minimum rate order established by the Civil Aeronautics Board. This ended the vicious rate war that all but finished us in the Fall of 1947 and Spring of 1948.
2. Getting a favorable decision in the Airfreight Forwarder Case. It has long been our contention that airfreight forwarders can be an additional important factor in selling and developing this new type of property transportation we have introduced. The passenger airlines have bitterly opposed the acceptance of these forwarders. However, last September the C.A.B. granted a five-year exemption for the forwarders.
3. Our own very important certificate case has at last approached a successful conclusion. As you know, on April 29th of this year the C.A.B. came forth with its tentative decision, granting The Flying Tiger Line a Certificate of Convenience and Necessity to serve some forty-three points.

Under the law, those opposing the certification were due one final oral argument supporting their contentions. These arguments began June 13th and were completed June 16th. Now, unless these arguments are able to upset the tentative decision, we will very shortly go into certificated operations.

I can't repeat too often that our financial survival in the past has been the direct result of how each one of you has conducted your job and our success in the future will depend on how you continue to sell your Company to the world outside.

My thanks again to all of you for the splendid contribution you are making.

* * * * *

IT COULDN'T BE DONE - SO WE DID IT

Helen Ruth Prescott

Somebody said that it couldn't be done
 But he, with a shrug, replied
 That maybe it couldn't, but he would be one
 Who wouldn't say so --- 'til he tried.

* * * *

This first verse of a little-known poem has always struck me as epitomizing the underlying spirit of The Flying Tiger Line---the spirit that has carried us successfully through these past action-packed four years, and which, if we hold on to it, will furnish the power for the climb still ahead of us. For, time and again, the Tigers have refused to believe in "the impossible".

Back in 1945, when I sat in front of a borrowed typewriter in our apartment in Washington, typing Bob's letters to other of the Flying Tigers, asking if they were interested in starting a small airfreight operation, most of our friends thought we were tackling a far-fetched and foolish enterprise.

Where would we get planes? Who would put money into such a venture? Where would we get business?

The answers to those first questions are a story within themselves, one it would take too long to tell you here. And, admittedly, there were times when it looked as though we had attacked the impossible ---

There were the long hours Bob and Duke Hedman spent cooling their heels in the waiting rooms of Washington's many bureaus trying to buy the Budd Conestogas, and getting nothing but the good old Washington run-around.

After we acquired them there were the days of almost excruciatingly hard work, getting them in mechanical shape, getting them licensed. And everywhere we met the cold shoulder, the lifted eyebrow. An airfreight line? Even the word "airfreight" was unknown.

As the first plane finally came off the line, we flew it to Los Angeles

with our luggage and a typewriter as cargo, to establish the company.

As you know, on June 25, 1945, we incorporated under the name of National Skyway Freight Corporation. We selected this high-sounding title to counteract the rumour that we were a bunch of grand-standing, aerial circus "hot pilots". We used "The Flying Tiger Line" as a company theme.

We started out with a suite in the downtown Biltmore Hotel, ran ads in the local papers for pilot and maintenance crews, and, much to the private horror of the Biltmore management, crammed the hotel halls with lines of applicants. Later we located a small office at the Long Beach Airport, applied for telephones and started hunting loads.

Outside of a handful of maintenance equipment and FORTY carloads of spare parts for the Budds, we had two desks, a couple of chairs, one divan - which was eternally occupied by applicants and customers alike - and a green war-surplus filing cabinet.

The telephone people politely inquired why we needed so many telephones, just who was the --- er -- National Skyway Freight Corporation, and did we have some papers showing our right to priority? We said, of course, and finally considered ourselves fortunate to be given one telephone with an extension.

Although we were short on equipment, we were high in enthusiasm and energy. We thought nothing of working 18 or 20 hours a day, then scooting back to the Long Beach hotel, were most of us lived, and sitting up the rest of the night scheming and planning. Later, Bob and I bought a house near the airport which became a sort of company "home" for most of the personnel and their families. We bedded pilots on the living room divan, on pallets on the floor ... I counted noses one week and found fourteen house guests. We all did the housework---even coerced Tom Haywood into running the vacuum cleaner!

The Tiger "executives" whipped back and forth between the cockpits and the two desks, and in their spare time rang industrial doorbells trying to sell airfreight. Since we certainly had no funds to spend on advertising, it was fortunate that an avalanche of publicity greeted all our efforts. There were literally hundreds of telephone calls, telegrams and letters---some for shipping rates, some from people who wanted to join our outfit, but mostly from an interested nation that had taken us to their hearts.

Businessmen, lawyers, housewives, streetcar conductors - all had ideas they wanted to pass along to us to get our business going. Some of their suggestions were good; many were impractical. (One man in the midwest, for instance, wanted to know why we didn't turn our planes into tanks, and run a flying milk car!). They were hectic days, but I don't think it ever occurred to any of us that we might have to give up.

We finally gathered three shiploads of freight - 30,000 lbs. Furniture from New York to Long Beach; grapes from Long Beach to Augusta; flowers from Long Beach to Detroit.

The crews were "the company". A flight engineer with his little kit

was sent with each plane. Rolls of cash were given the Captains for buying gas along the way. And the crews were told, "for heaven's sake, take a good suit and a tie. Get out and sell a load to bring back".

The three planes, proudly lettered NSTC in blue on the Budd's bulging sides, took off in the evening---the first large-scale movement of commercial airfreight ever made---and it was an anxious night for the handful of us left behind. I had made neat, important-looking little manifests: TRIP NUMBER ONE; HC NUMBER; LOAD; CREW; GAS ON TAKE-OFF, etc.

Two days later I was to place the Trip Number One file in the back of the little green file box. It crashed on take-off in Detroit, exploding into flames and burning the payload the boys had wangled---10,000 lbs of household furniture. The crew escaped unharmed.

The Detroit wreck was a crushing start, but somehow we kept going, by sheer hard work and enthusiasm. We flew everything that we could get up the ramp of the Budd---horses, flowers, fruit, baby chicks, people, dogs or what-have-you.

This list, of course, is not impressive now, but in those days, these items were being put into the air for the first time.

When we flew the first race horse, for example, the whole country held its breath. Nobody knew how a high-strung animal would react to being moved by air. And, although the boys had a lot of freight "know-how" from their hump flying, there was a lot to learn. First we froze the flowers, and then we burned them. Dogs we were shipping nibbled at the rest of the cargo. When we shipped the first baby chicks, our pilot flew all around the country to get out of a storm so he wouldn't be weathered in at any airport---baby chicks die if they aren't delivered in 24 hours. We flew the first strawberryberries, and did everything but pick the berries and crate them. I expect we

(Concluded on Page Six)

would have done that, too, if it would have guaranteed our pay-load.

And we bulged out of our little office. By that time we had seven phones, but they were all single phones, and I found myself keeping four or five conversations going simultaneously, with a phone hung over each shoulder and one in each hand. Finally Charlotte Waltz came to help me, and together we managed to produce a business-like front for The Tigers. We even borrowed furniture from other airport offices. Our New York office was a three-flight walk-up, and was also furniture shy.

The Long Beach airport management kept lights burning outside so our mechanics could see to work on the planes, rushing against time to meet the morning flights. They kept their tools in the backs of their cars, and it was not unusual for Harvey Wirtz, or Leon Colquette, and the others to work through 48 hours without sleep.

It was a familiar picture at any two a.m.--the hulk of the dark plane, the shifting light, the maintenance boys, dirty and grimy, climbing over the ships, working ceaselessly under "impossible" conditions.

We usually managed to meet the tiny payroll. I, for one, worked for nothing. Most of the Tigers drew their salaries later, when there was a little cash in the till. Those who had to have their salaries to keep going were given little hand-written checks, which I usually took out to the flight line with the remark: "Don't try to cash this before noon tomorrow".

There were good days: when we bought the first C-47s; when we signed our first long-term contracts; when business grew to the point that we had to move to Mines Field; with our first hangar, our first set of offices.

There were bad days: The wreck outside Albuquerque, which cost the lives of two of our pilots, burned up our first contract load of magazines along with the plane, almost took the heart of all of us. There was the snowy New Year's Eve when one of our pilots, caught in a storm, crash-landed on the golf course of a country club in the Blue Hills, West Virginia. The crew escaped unharmed. The plane is still there, being used as a caddy house.

Even our most enthusiastic backers had predicted we would fold within six months, so we were more than jubilant when we reached our first birthday.

At the end of our birthday celebration party, the group presented Bob and me with a model of a C-54. "Someday," they said, "we'll be flying those". It looked a long way off then, and I am sure that I am not the only one who will remember that episode when our 54's take off on their Inaugural Certificated Flight.

At the end of our first year, however, there were still so many things to come: garments on hangers; our first big contract with Sears Roebuck; the "Thunderbird" contract to Canada; the Army Contract to Tokyo; the move to Lockheed Air Terminal; the years of arguments and hearings before the C.A.B. in Washington. The almost overwhelming opposition from the passenger lines. The hard work it has taken on the part of every one, every year, to prove that we, at least, can "shrug and try".

Being a sentimentalist, one of the things I value most is a little wooden sign I have at home. It was the first sign to be put up outside the Long Beach office, and we all gazed at it with pride when it was nailed up. It cost us twenty-five dollars, and looked wonderful to us then. It is probably about the size of the dot of the "i" in the Flying Tiger Line sign now on the side of our Burbank hangar.

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BUDDS & BERRIES

R.P. "Duke" Hedman, Captain

Ever hear of an automobile which flew more than it was driven, yet wore out in three months? Mine did, in 1945, after we purchased the Budd Conestogas.

Bob Prescott, Mike Wakefield, Jack Cornelius, and I drove my car from New York to Augusta, Georgia, where we serviced the first Budd, loaded the car aboard, and flew back to New York, during which flight Prescott checked me out in the monster.

In New York we hired more mechanics and pilots, drove back to Augusta, flew the car back to New York and I checked another pilot out en route. This procedure was repeated twelve times.

Everything went smoothly from Augusta to New York but on the return trips we burned aviation gasoline drained from the triumphant Budds, with the result that the engine of the car was completely burned out. It had performed its duty, however, and the Budds were ready to begin their transcontinental runs, loaded to capacity with freight, and snarling their defiance through broken-off exhaust stacks.

On one of the early produce flights the shipper insisted upon a cooling apparatus for the airplane. Just prior to take-off, he asked for a demonstration of the cooler. When we threw the switch the electric motors of the cooler did not operate. The strawberries were already sprouting wings of their own because of the intense heat inside the airplane.

Our anxious customer was properly berating FTL and all personnel connected therewith when Leon Colquette interrupted saying that we had to be airborne for the cooling system to function.

After take-off we wobbled the wings as a signal that the cooler was operating and continued climbing on our way to New York. We all panted at 13,000 feet all the way to New York in order to keep the berries cool. Colly had already explained to us that the motors for the cooler had been ordered from the factory but as yet had not arrived.

During the early Budd days, the mechanics would take turns coming along on the trips as flight engineers. They really had their share of work as every stop meant a rather complete overhaul on the exhaust stacks, generators, engines and fabric.

Actually I miss that phase of development of FTL, because we were so close to each other that we knew everyone in the company by his first name.

Possibly, through company picnics, bowling clubs, baseball, and by working in close harmony with each other in all departments, we may again all become more closely acquainted with each other.

* * * * *

ROUNDUP OVER ARIZONA

Rhuel Trimble, Inspection

After serving several long long months in the South Pacific with the Naval Air Transport Service, I was finally discharged from the Navy and took what I thought a well earned vacation. When I started looking for a job it was only natural I should look for aircraft work.

Living in Lakewood Village, I steamed down to the airport to see what was cooking, gassed with a guy who said there might be a chance of hitching up with a new airfreight line just starting - he thought they called themselves The Flying Tiger Line.

The name Flying Tigers meant only one thing to me - and that was General Chennault in China - and I didn't realize it was the same group. Anyway I thought it worth looking into, and believe it or not I ended up with a job as flying engineer on the "Budd" - a ship I'd never heard of - a strange looking hunk of stainless steel, and although I doubted it I figured it must fly.

Before my first flight out, I was informed by the six or seven men who worked for the outfit, what I should take along in case of trouble. So I loaded the ship with spare parts, put my big tool box aboard, and managed to leave a little room for freight... We were off.

I soon found out it wasn't too bad a ship, outside of the icing conditions, it was slow and had a freak landing gear that refused to work and the pilot had to belly land the ship - and the exhaust stacks were falling off - but so what - - we were delivering freight - and tons of it.

As time went on I found myself making trips from Los Angeles to the east coast with very little, or no rest, except what we would get while flying.

Yes, I think most of the old boys will agree that we watched airfreight being born - we helped pin the first diaper on her and nursed her through her growing pains. She is quite a young lady now and will soon reach womanhood and will give this great country of ours fast, courteous and reliable service.

On one particular trip we had two horses, three cats, and two dogs on board. Somewhere over Arizona we hit rough air and I decided I'd better take a look at the animals.

Believe me, what I found kept me busy for the next hour or so. The horses had torn parts of their stall away and were free to wander any place in the ship, not to mention the mess they made all over the deck. The dogs were out of their cages and wandering away back in the tail where I couldn't follow them. I was helpless to try to reach them so had to resort to calling them - if you can imagine that above the roar of the two short exhaust stack engines.

Luckily the cats cages stayed in one place. After a hard hour of work I managed to get things back into ship-shape. Fortunately I had taken care of the animals all the way from the east coast, they knew me by this time and obeyed fairly well.

When I quit flying with the ships, the Tigers' maintenance crew had grown up and we moved from Long Beach to Mines Field. Several C-47's had been added to our operations and we were an up and coming airline.

TIGER REVIEW

ANYWHERE with ANYTHING at ANY TIME Bill Bartling, Vice-President

I was enjoying life back in Indiana, on leave from CMAC when I received word that the boys were getting together to form an airfreight line. I decided to go in with them and it wasn't long after I was "counted" in that I found myself equipped with a Budd Conestoga and a chartered flight to deliver some Florida bound passengers from LaGuardia Field.

Leaving New York on Saturday we arrived in Miami Sunday where we left our passengers. Here we learned that a load of gladiolas were waiting in Ft. Meyers - 8,000 lbs of them - for shipment to California. We flew on to Ft. Meyers, picked up the flowers and hopped to Dallas where we gassed and phoned to Oklahoma City that we were coming in and would want a crew change for California.

Oklahoma City said okay to come along but upon arrival the expected relief crew had been dispatched elsewhere. With flowers aboard there was nothing to do but refuel and take off for California - which we did via El Paso to avoid weather - and arrived back in Long Beach at 3:00 a.m. Tuesday.

Looking back on that flight today it seems like a "long week-end", but in those days it was all part of the deal - and everyone, pilots and mechanics alike, were ready to go anywhere, with anything at any time.

* * * * *

ITS COLD AT 10 BELOW - Tommy Haywood, Captain.

For the first three months I was with the company I commuted between San Francisco, where I was living at that time, and Long Beach in my Culver Cadet. I parked it under the wing of one of the Budds at the Long Beach field, and it looked as if the big ship had actually hatched out a little chick - my duties with the company were "supervising engineer" but along with the other boys I got in my share of flying freight and other commodities.

On New Year's Eve I had a load of Annapolis Cadets who wanted to get back to Washington D.C. for a big party - we left Long Beach on the morning of the 31st and before long headed into weather where the temperature dropped to 10 below zero. Needless to say we had no heat in the plane and to keep from freezing my passengers would run into the airport building, at each stop, buy up all the newspapers and with these designed what were perhaps the first "headline" underwear. Thus, wrapped from head to foot in paper insulation we would take off on the next leg of the flight. Washington, at 10:00 p.m. that night greeted us with a typical December snowstorm.

Our flowers, it seemed, warranted better treatment. For one of our first loads of California flowers eastbound it was decided to insulate the cabin. Work started at 7 a.m. and continued all that day. We also put on two new props. At 8:00 p.m. that night we flew the ship to Long Beach, from Burbank, where during that short flight both props lost nearly all the oil in each engine. This meant both props had to be replaced again and we worked on that until 2:00 a.m.

Bob Prescottt and I flew the ship to Mines Field, helped load the flowers and at 6:00 a.m. the flight departed - with Link Lee at the controls. A good day's work.

* * * * *

SOUTH OF THE BORDER

Paul B. Grace, Chief of Inspection

I came to The Flying Tiger Line on October 1, 1945, fresh out of six years work for Spartan Aircraft, working on pilot training programs and to me the size of the company's Budd Conestogas was tremendous, and the chance to work on such large aircraft a rare opportunity.

Regardless of the present or future success of the company, I believe I will always recall those early months in the Fall of '45 with real pleasure. In spite of obstacles of - no hangar, no supply room, no drop cords, no special tools or toilets - mixed with damp, cold and windy weather the boys got along swell, and the Budds kept flying.

All twelve of us mechanics always raced out to an incoming Budd flight to see how many exhaust stacks were missing - and we usually found some, until Jack Cornelius and Frank Behrman figured out a modification to stop this loss.

Just before Thanksgiving Captain Link Laughlin and I were elected to make a trek into Old Mexico to bring back a couple of Conestogas leased to a Mexican airline. We were only to be gone less than a week and departed one midnight aboard a (censored) airliner for Mexico City.

Arriving some 14 hours later we took up comfortable quarters at Hotel Geneva (natives call it "Haneva"). I said "comfortable", but the first night I was awakened by loud music from the street in front of the hotel. A seven piece Mexican orchestra was serenading a honeymoon couple staying at the hotel. Being a lover of music I just shut the window and slept while the band played on.

Now due to technical difficulties beyond our control negotiations for the return of the Budds were unsuccessful and Link and I were left to the mercy of airline reservations to get back home. In spite of the fact we were there for 2 weeks we never learned to speak to the pretty girl at the lobby desk - she spoke Spanish with such a

strong Mexican accent.

There was a fellow down in Mexico who everyone wanted us to meet - he was very popular with the natives - his name was everywhere - but somehow we never met him - his name was "Tequila".

But there was someone else we didn't want to meet, but who pursued both Link and me and finally caught us - a bug of doubtful background succeeded in pinning both our backs to our beds for several days. Esther Williams was also on location in Mexico while we were there, but the closest we came to meeting her was having her Mexican doctor, who was quite awed by her beauty, take tender medical care of me.

Link finally got away ahead of me and I left aboard a Mexican Milkliner, making stops at each village between Mexico City and Juarez.

It was good to get north of the border down Texas way and to be able to read the billboards again! Upon arrival in Sunny California around midnight we found Burbank fogged in so landed at Newhall and bussed to Burbank. There I found my wife had left five minutes before my arrival and I spent a memorable night sleeping on the 4th, 5th and 6th steps to the Skyroom in the Terminal Building, working out the corrugations riding the Pacific Electric to Long Beach the next day.

After evading most of the oft-told treacheries of a daring expedition into Old Mexico it was a pleasure to return to regular 8 to 16 hours work a day, knowing Bob Prescott, Duke Hedman, Joe Nesbitt, Tom Kaywood and Cliff Groh out on schedule in the Budds - but I still wonder how the Budds cleared Signal Hill with that load of grapes without making grapejuice! (Not Tritoni!)

WHEN ANYTHING COULD HAPPEN

Cliff Groh, Captain

The first trip I ever made for the company was with Duke Hedman - we had a load of flowers we were taking from Burbank to Chicago and New York - We were about half-way between Oklahoma City and Wichita when we lost the left engine. Since the Conestoga doesn't exactly like to stay in the air on one engine we ended up in Ponca City.

It was Saturday evening and our load of flowers had to be delivered so an SOS was sent back to the coast and on Sunday morning another Budd arrived to take on our load. With about half the town out there to help us we transferred the load in record time and continued on with the trip.

It was usual in the old days for the flight crews to do the loading and unloading of our freight. Our customers would send out a truck to the field to pick up his freight or to deliver it outbound and it was usually the truck driver and our crews who did the cargo handling. We didn't mind it much as the quicker we were loaded or unloaded the quicker we could be on our way, although it was a little tiring as way back then we flew all the way from Long Beach to New York and sometimes hardly had any sleep before flying all the way back.

I recall one trip we made from Long Beach to New York - to Miami to New York and then to Fort Meyers before coming back to Long Beach.

One of the most enjoyable trips I ever had was flying "Elsie" the Borden cow all over the country. "Elsie" was the perfect lady - and as it finally turned out we barely got her back to Albany before the little feller was born. For awhile it looked as if we were going to have the distinction of having Elsie's calf born on the ship somewhere between Fort Worth and Albany.

The company has come a long way since those Long Beach Days. The Certificate has bolstered the spirit of everyone and I, personally, look to the future of the company and see no reason why it should not continue to progress if everyone will keep on doing the good work that has been done in the past.

* * * * *

THEY KEPT THEM FLYING

Leon "Colly" Colquette is much in evidence in our Burbank Maintenance Department today - but to get him to sit down and "write a piece" for the paper proved my "Waterloo". As Colly said "I'm too busy"... but from brief interrupted snatches of conversation I had with him it is evident he "could write a book" if he could take the time out for it.

Colquette is one of our original Tigers and he came to the company in September 1945, taking part in those first hectic flights as flight engineer. "Every flight there was something". If the ships weren't falling apart they were taking on an unmanifested load of freight in the form of ice - and to keep the Budd in the air "in the middle of that stuff" while arguing flight plans with a not-so-bright tower operator was not one of Colly's ideas of earning a living the easy way.

Then there was the question of "do you think she'll clear that mountain range?".. at this point Colly's philosophy was "when in doubt go south", especially when it was Albuquerque they were headed for. "One time just after take-off", he reminisced, "we spotted Bob Prescott's car on the highway down below us - we tried to catch him but he was pulling steadily away at 60 m.p.h.". He didn't say how the headwinds were that day.

Maintenance at home base was intersperced with shifts on the phone calling up prospective customers and in those days time cards were unheard of - the boys just filled in a white sheet of paper which served as "timekeeper". And from all accounts that sheet was pretty full of hours at the end of each 24 hour day.

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SO EVERYBODY WORKED

"Writing an article for the paper is a harder job than it was to maintain the 'ruptured ducks' in the old Long Beach days" - said Joe Baker, now Crew Chief

of Shops at Burbank. "But we can all look back on those days with a 'fond' recollection of working out in the rain with no hangar, late at night with no flood lights, on airplanes with no spare parts.

"In those days we didn't have all the departments we have today and each of us, from Bob Prescott down, were cargo handlers, loaders, stock chasers, purchasing agents, mechanics and cleaners. But it was only through the efforts, hard work and high morale of everyone, under the leadership of Bob Prescott, that we were able to come through those days and grow into the organization we are today."

* * * * *

GLAMOUR LENDS A HAND

"I was on vacation from the Army in November '45 when I went out to the Long Beach Airport to look around for a job. I saw the Budds and got interested in them then went upstairs to the Flying Tiger office - I went to work for them for two weeks - and I'm still here" Bob Ghornley relates. Bob is now Crew Chief in Burbank.

Bob went to work on the two Budds that still had to be licensed and, as he says, there were no facilities for such a job - just a three-car garage and the boys' own tools - but they got the ships licensed and kept them in the air with a little ingenuity and a lot of hope.

The one trip that Bob took as flight engineer was shortly after the company acquired some DC-3s. Abbott & Costello toured all the major cities and Canada. Landing at Grand Forks, N.D. for customs Bob's ship developed mag trouble. He was having trouble fixing it alone and was wondering where he could drum up some help when one of the passengers, none other than Eileen Wilson, (now on Sinatra's Lucky Strike program) came to his rescue - with the aid of Miss Wilson's vanity case mirror, a flash light and her assistance in solving the prop the problem was solved.

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