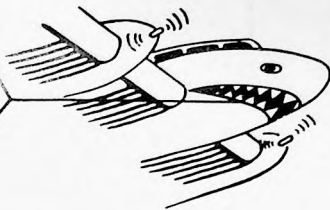


# TIGER REVIEW



PUBLISHED MONTHLY BY THE PERSONNEL DEPARTMENT THE FLYING TIGER LINE

VOL. 7 NO. 1

7<sup>th</sup> Anniversary Edition

JUNE 1952

PERSONNEL—ities.....by.....Dode Penrod

This month marks the seventh anniversary of the world's largest carrier of air cargo — THE FLYING TIGER LINE INC. (Don't look now, brother, but that's your company we're talking about!) We thought it might be a good idea to do a little research for the occasion and maybe freshen our memory on just how this outfit got started.

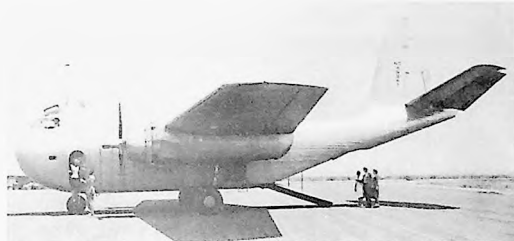
So we made a special trip all the way across the hall to that den of scrap books and news releases (otherwise known as the Publicity and Advertising Department) where we whipped out our dust cloth and dug in to see what was going on back in the year 1945 A.T. (After Tigers). We soon found ourselves up to our ear lobes in material -- newspaper clippings from hundreds of papers all over the U.S., mountains of photos, magazine articles from Life, Time, Reader's Digest, Popular Science and a raft of others -- all of which told the story of the Tigers from the time the company was started back in June, 1945 (it was then known as National Skyway Freight Corp.) right up to the present.

We finally put two and two together and came up with one (one story, that is) which goes something like this:

You might say it all started from a dream -- the dream of a tall, good-natured, 32 year old Texan who had been a headlined hero in World War II, first as a Flying Tiger in China with Chinault and later as a Himalayan "Hump" pilot. The Texan's name was Bob Prescott and he turned his dream into a reality by persuading eleven other former Tigers and five Los Angeles businessmen to chip in to form the National Skyway Freight Corp. Together the group put up \$226,000 in hard cash, most of which was invested in six funny looking, twin-engine Conestoga cargo planes.

Prescott was elected president of the new company and decided to headquarter at the Municipal Airport at Long Beach, Calif. Perhaps it is an understatement to say that there wasn't much working capital left after purchasing the six Conestogas. As a matter of fact, there was so little money left that Prescott was able to bring only one plane to the West Coast -- the

rest of them were left grounded in Augusta, Ga., until such time as there was enough cash to buy gasoline!



1945 - THE FIRST BUDD CONESTOGA

In the meantime Prescott had to get business fast. For two weeks he tramped the industrial districts of Los Angeles soliciting cargo. No soap. He and his bride, who was the office staff (with a borrowed typewriter and no salary) were pretty miserable when, one afternoon, their party line phone rang. Ralph E. Myers, big-time West Coast produce shipper, was calling from Bakersfield, Calif. "Can you carry two planeloads of fresh grapes tomorrow to Atlanta, Georgia?" he demanded.

Prescott's hand was shaking but he kept his voice steady and (he hoped) businesslike. "I'll have to look at the flight charts," he parried. He riffled a sheaf of papers (mostly bills) in front of the phone before replying. "I'm sorry. We have only one airplane available tomorrow, but you can have that."

"Good!" said Myers. "Meet me at Bakersfield in the morning." When Prescott looked up, his wife was doing a ceremonial dance and trying not to cry.

That was the break. They flew four tons of grapes to Georgia, where a poetic grocer advertised: "By special plane they come to you still fresh with California dew." He charged 43 cents a pound, three times the price of home-grown grapes, and sold out before noon. He wired frantically for more air-borne grapes.

In an Atlanta cafe Prescott heard that families in New York moving to the West Coast were unable to get fast transportation for their

(continued on next page)

household goods. He telephoned a New York furniture shipper and persuaded him he could make overnight delivery. Next day he was winging west with the furniture of five families, including baby carriages, kitchen stoves and a live canary.

In California Myers was fuming. "I need airplanes!" he stormed. "Every grocer in the country is yelling for fresh fruit."

"We'll give you all the planes we can spare," Prescott promised.

That night he rounded up his pals by long distance phone and sent them winging to Augusta to pick up more airplanes in a hurry. Two days later he had aircraft all over the sky of North America.

In January, 1946 the company moved their base to Mines Field (now Los Angeles International Airport) where a small hangar was available. The administrative offices followed two months later.

In the early part of that same year the company purchased their first C-47 cargo planes, the famous Douglas "warhorse of the airways."

A short time later the Tigers made financial history by being the youngest company ever to float a public issuance of stock (\$2,500,000). This public offering provided the first addition to the original capital provided by the founders.

Another move was in store for 1947. On January 1st of that year the company moved overnight to Lockheed Air Terminal where their first big hangar was available. For the next couple of weeks two C-47's were flown daily between the Los Angeles Airport and Lockheed Air Terminal providing transportation for employees who were unable to make an immediate adjustment to and from their homes.

A month later the line formally changed its name to The Flying Tiger Line Inc., due to the fact that the public insisted on calling it by that name.

Also in the eventful year of 1947 the Tigers successfully bid for the Air Transport Command contract, which gave them a multi-million dollar contract to re-supply the occupation forces in Japan. For the following year the Tigers operated the largest, longest airlift ever undertaken by a private carrier -- eight flights a day between San Francisco and Tokyo with a fleet of aircraft flying 1,200,000 miles monthly across the Pacific. The efficiency with which this job was done brought a glowing tribute from the ATC.

1948 saw the Tigers still growing and flying "anything, anywhere, anytime." Football teams, round-the-world or Europe-bound tourists and students, race horses, displaced persons, farm labor, illegal immigrants rounded up by the government and population re-settlement projects were flown across the oceans and continents by Tiger pilots.

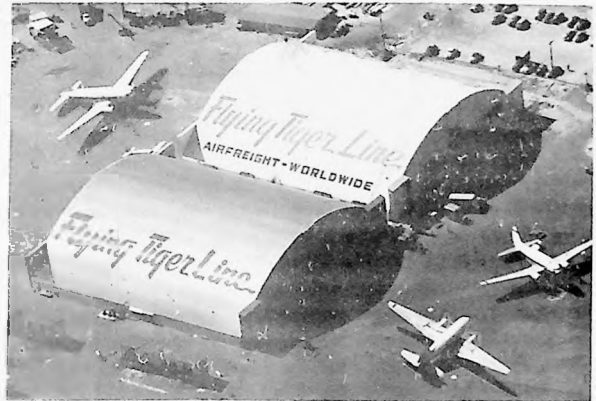
In 1949 the Tigers scored a very important victory and made another big step forward when

the CAB issued them their long-sought Certificate of Public Convenience and Necessity.

Also in that year the C-47's were disposed of (at a profit) and the more economical Curtis "Commando" C-46's were put into operation on the domestic runs, while four-engine C-54's were used for overseas charter work.

By 1950, less than a year after being awarded U.S. Airfreight Route 100, the Tigers had expanded their points of transcontinental service from 6 to 20, doubled their freight schedules, quadrupled their aircraft fleet from 6 to 24 and jumped their annual gross revenues by nearly two million dollars.

In 1951 still another move was in the cards. In the latter part of this year the entire general offices of the Tigers were moved into a new two-story, air-conditioned building a short distance from the hangars at Lockheed Air Terminal. Besides improving the efficiency of the office force, this move made more space available in the hangars for outside maintenance work which has become an important source of revenue for the Tigers.



1952 - TIGER HANGARS AT BURBANK

June, 1952, the seventh anniversary of the Tigers, finds them serving nearly every major industrial city in the U.S., from New England across the rich Middle West to the West Coast and the Pacific Northwest. The total number of employees has grown from 60 at the end of 1945 to almost 1700. Cargo planes bearing the Tiger insignia now total 37, of which 25 are twin-engine C-46's and 12 are four-engine C-54's. In addition, the company has on order 7 of the new DC-6A's which will be put into service sometime in 1953. Total annual business, by 1952, had skyrocketed to \$22,000,000.

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So there's your story. Or rather, we should say, there's the end of chapter seven of your story, for the story of the Tigers has no end and next year about this time we'll be back with chapter eight, an so on ad infinitum.....

TIGER TRACKS.....by.....Katherine M. Smith

Two Bengal Tigers, valued at \$1200 each, recently flew (appropriately) by FTL from New York to new homes in the Washington Park Zoo, MKE.

Upon arrival the year old orange and black "lovelies" were greeted by a delegation from the Park Zoological Society, the zoo staff, Miss Loretta Fox of the Falk Corp., donor of the tigers, and of course our own ART LOFTUS - shown below with "Thera."



Photo by Milwaukee Journal

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Visiting BGM for the monthly meeting of the Delta Mu Alpha Transportation Fraternity were Dave Cruickshank, Tom Garin and George Dart. Frank King reports that George did an excellent job as principal speaker. His subject, "Air-freight, the Newark Airport and the CAB," was well received by top men of the Syracuse transportation business and professors from Syracuse University.

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Lettie the Leopard, 8 years old, left the Toledo Zoo for an airplane trip to Philadelphia. She was crated and put aboard a truck for Romulus. Airlines in Toledo had refused to touch her with a ten foot pole, they said, but Flying Tigers at Romulus had no such qualms (naturally) and ferried her on her way to the Philadelphia Zoo.

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Sparrows and Storks held the spotlight at RML, the former by flying into a transformer and plunging our station into darkness, but Liz Schroeder could still see well enough to report that the Stork had arrived at the homes of Bob Klepac and Ed Trott, April 15 and 16 respectively. Both girls. Congratulations!

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Al Farr - calling all Boston fish markets - "Do you smoke herring?" (We suspect a number of BUR personnel of doing just that!)

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Early vacation was taken by Margaret MacKay of our Detroit office, who took a quick trip to Europe visiting Germany and England. In London she met relatives from New Zealand and although they were favored with a typical old-fashioned fog, they really got around. Maggie says they had a wonderful time talking to lifelike figures in Madam Taussaud's famous waxworks; being dazzled by the Crown Jewels in the Tower; the changing of the Guards and Kilted Scots parading by Buckingham Palace with a glimpse of the Royal Children watching from the palace window.

Then to London Bridge, Big Ben and the Parliament Buildings, with a side trip to No. 10 Downing Street; Canterbury, ancient in every detail, its college boys in traditional straw hats; and the massive and beautiful Cathedral; Eaton College with its school boys in short pants, high socks and caps; tea at Queen Elizabeth I's Guest Chamber where, it is said, she interviewed a prospective French husband.

Cambridge...thatched cottages...Windsor Castle looking just like a castle should...Queen's Dolls House...St. George's Chapel...and so on.

Margaret's one disappointment was in finding that the famous Picadilly Flower Girls are no longer there. But with just two weeks what more can one see!

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For motor mechanics maybe this is the answer. Take the frame of a used Crosley and a plastic body made by Wilro Co., Pasadena, instruments by Crosley and Stewart-Warner and you have yourself a neat little job for \$900.00 — it says so in the April issue of "Motor Trend." It looks intriguing if you are handy with a few small tools.

To quote "Motor Trend" — "It's for fun, not competition, but a few more dollars will make a thing of speed out of the stock Crosley engine and give you enough authority to play tag with MG's. (This is an unpaid ad and I don't get a thing if you buy the kit.)"



Here is the completed model as it arrived by FTL in Philadelphia from Los Angeles.

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POME - by George Messenger

"Jack be nimble - Jack be quick  
Ship by Tigers - not by Slick!"

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## DID YOU EVER WONDER ?

WHAT THE ACTUAL PROCESS of flying freight comprises? Our inquiries into the life of "X" takes us now to Flight Operations who hire, process and train the pilots and copilots, and then next to GTO (General Traffic Office) which sets up the crew, selects the aircraft and schedules the flights and freight.

Flight Operations also hire and train navigators, flight radio operators and stewardesses. Supervisory personnel, with John E. Long as Superintendent, make sure that flight personnel records are up-to-date at all times insofar as physical examinations, aircraft type ratings, CAA requirements and other necessary qualifications are concerned. Dick Olson is in charge of the navigators, Tim Huntley is Superintendent of Communications and Olive Parker heads the stewardesses — all with the aid of assistants domiciled at bases other than Burbank.

Flight Operations Headquarters staff receives all flight logs, weight and balance reports and other papers pertaining to the execution of the flight (all of which must be prepared and forwarded by the captain of the aircraft). From these papers mileages, times, gas consumption, etc., are tabulated. Revenue ton mile computations and other necessary figures important to the management of FTL are also computed here.

We have now, in round figures, about 250 pilots and copilots. Among them four of the original Flying Tigers are still flying — Dick Rossi, Tom Haywood, Cliff Groh and Catfish Raines.

At the time "X" takes off, his captain has complete information of all the freight aboard, how long it will take to move the freight to its destination, where he will off-load or on-load and other details pertinent to the flight. All this is accomplished by GTO, headed by Vice President William E. Bartling, who like our president, is a member of the original Flying Tigers.

All we can do is give a very general picture of GTO which is the hub of the airline. Crew controllers Les Rasmussen, Bob Cole, Dorothy Phillips, John Schoenmolder and Carl Sharpe, supervised by Janet Olson, set up the crews, working 24-hour shifts. Aircraft controllers Harold Singleton, Marion Howell, George Enloe and Russ Emerson set up the aircraft and decide what freight to put on



JOHN E. LONG



BILL BARTLING

them. The aircraft and crew controllers receive their information from freight estimates sent to Burbank GTO several times a day from all stations.



Bob Cole, Doug Smith and Vic Vickery in a busy corner of the GTO office.

Between 4:00 and 6:00 P.M. each day the aircraft controller sets up a schedule for the flights for that night over the entire system. He also relays to each station what they are to load and off-load on each flight as it passes through that station. The crew controller then sets up the crews, giving schedules to each crew basing point, BUR, DEN, CHI, IDL, BOS, BFI and SFO. The temporary alert is between 8:00 and 10:00 A.M., and the final alert is given two hours prior to scheduled departure of the aircraft. Daily published schedules are adhered to as strictly as possible, depending on the amount of freight and availability of aircraft.

Besides domestic freight, GTO handles all overseas, CAM and charter flights, labor movements, etc. Doug Smith, Vic Vickery and Jack Elliott set up these crews and aircraft.

On the walls of GTO are huge boards which give the location, twenty-four hours a day, of each aircraft flown by FTL, as well as the names of the crew aboard. A weather teletype sends in weather reports all over the system, two other teletype machines operate without apparent cessation, 8 or 10 telephones ring continuously and 15 to 20 people work hetically and at times frantically.

And FTL's 37 aircraft calmly and methodically fly their appointed routes.

We sincerely believe that the growth of The Flying Tiger Line to its present stature over a period of seven short years stands as a tribute to a free America, by a group of men who dreamed freely, thought constructively and acted decisively. To them, on their seventh anniversary, we offer our heartiest congratulations.

Until next month,

Yours for Wonder,

*Some*

THE CHINNIN' BAR.....by.....Nancy Tarr

THEY STILL REMEMBER WHEN .....

Cliff Groh remembers when, in November of 1945, he and Duke Hedman made one of the first trips in one of those infamous Budd Conestogas. Due to "unforeseen difficulties" a forced landing was necessitated in Ponca City, Okla. As this was a rush job, the Tigers soon had another Budd on its way from Chicago. However, upon arrival of the substitute it was found that there was no one available to switch the load from one plane to the other. Well, it seems as tho the good people of Ponca City came to the rescue and unloaded and reloaded the ships. One thing for certain, neither the Tiger boys nor the citizens of Ponca City will forget that experience. (Bet the citizens are still talking about it!)

Amusing situations brings to Doug Robins' mind a trip made with J. S. Webb (no longer with the company) as copilot and Rhuel Trimble as flight engineer. The "cargo" consisted of two horses, two dogs, a persian cat plus their lady owner and trainer. The big Budd Conestoga started out from Kansas and was to wing its way to Los Angeles. Everything was fine until over Needles, California, our happy little group met up with a very rough thunderstorm. So rough, in fact, that the horses got loose, the dogs were bounced out of their cages and the cat departed for the rear of the plane to the "Clamshell"...that's in the tail. Well, now is neither the time nor the place to describe the condition of the plane!



"Penni", the penguin, with a little assistance from his trainer, "autographs" log book for FTL Pilot, Doug Robins. Doug flew "Penni" from Ohio to Cal-

ifornia to keep a date on the MGM lot for a scene in Red Skelton's picture, "Watch the Birdie."

Red Durin recalls with a smile the times when at Mine's Field soldiers and sailors on leave used to charter a plane to take them to their destination. Many times it was necessary, in addition to the passengers, to carry small pieces of freight. Once in a while (with all due respect to the dead) "Human Remains" were carried and in order to quell superstitious persons, the cargo handlers would wrap the coffins in paper and mark them "Aircraft Parts".

The practice of getting lost (at Mine's Field) between the flight line and the hangar has always brought a chuckle from Bill Margrave. Both Bill

and Joe Gwynn recall how funny (now) they all must have looked when in rainy weather a plane had to be moved out of the hangar. Since there was no asphalt or paving of any kind, it was necessary to put big planks down in front of the plane and after they'd moved up so far, they had to run back, pick up the planks already passed over and run back up ahead to lay them down again.

One of the most unusual incidents Herb Wall remembers is the publicity stunt in 1946 when Wallace Silverware was dropped by parachute at major cities. Some of the cities were San Francisco, Los Angeles, El Paso, Dallas, Tulsa, Nashville, Cleveland, Chicago, Atlanta, Philadelphia, LaGuardia and Newark.

Maybe a few of you have heard of the Thunderbird. For those who haven't heard of it, it was a plane painted exactly like a totem pole, with great time spent in research to insure it's authenticity. Herb remembers flying the plane to Oregon where the finest lumber was loaded on. Then the lumber was flown to Texas where it was auctioned off, the money from which went to build a monument to World War II veterans.



THE THUNDERBIRD

Bob Norten, one of the few remaining original flight engineers of the Budd, worked on the Thunderbird. In the early days the flight engineers used to ride right along with the plane. Bob says that on the first trip he ever flew as flight engineer there was also a horse aboard. The horse, Bob says rather sheepishly, was a perfect passenger.

One of the "boys" -- Ralph Campato -- notes how quickly the planes are towed out of the hangar today and compares it with the days at Mine's Field when the Budds had to be towed out "strictly manpower" and how very long it took. It was quite a tight squeeze to get those big planes past the fence and wall of the hangar.

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All the fellas I talked to wanted me to stress the fact that the cooperation and spirit shown by all the Tigers back in the "old days" was really great. No one was afraid to do more than his share of work, nor did anyone hesitate to help with something that wasn't exactly in line with his job.

Because of this flexibility on short notice, the fellas could accomplish anything and it was this sort of spirit that held them together when the sledding got rough.

RUMMAGIN ROUND THE READY ROOM by Va. Lindstrom

Much has been said on the subject -- but the gals triumph once more. Vivian Smith, on her first Tokyo trip and first fishing trip off Honolulu, brought in the biggest catch of the day. Bill Ice brought in a 28 lb. dolphin, no info on the prowess of the others. Clockwise in picture at left are: Ed Cardinal, Wayne Lowe, Bill Ice, Jack Russell and, in the center, the best fisherman, Vivian Smith.

Maxine Hixson is also quite a fisherlady. She recently landed a 75 lb. ona off Waikiki Beach. Are they edible, Maxine? I know they rhyme with tuna, but how do they taste?

Welcome to Mary Morandini, new file clerk in Flight Operations office at BUR. Quite a move took place. Frances Wilcox moved up to secretary to Tim Huntley and Dick Olson. Florence Schnuckel moved up to Frances' desk.

Forgot to tell you that I did not write last month's poem, re "Where careless pilot is". It was submitted by Jack Tarry of Chicago. This I want you to know.

Mr. and Mrs. Robert Vickery will be "controlling" the floor in crews nights soon. They welcomed a 6 lb. 9 oz. baby boy, Michael Ray, EDA 1813, May 16th. (See picture at right which was taken when young Mike was 45 minutes old.)

Doris Webb, FTL Stewardess, landed at Travis AFB recently amid much fanfare and welcome. Many of the jet aces back from Korea were aboard and they were met by photographers, officials and families.

R. Kimball and H. Campbell, FTL Radio Operators, visited Kaiser Wilhelm's private dining room and the famous underground at Bremen, Germany. Don't suppose they got to the Rathskeller? No, 'course not!

Soon to appear in "Modern Miss" is an article re what the young career girl is wearing and her unusual job. Next month Lois and Helen Randolph, FTL Stewardesses, will be featured.



Photo by K. Smith

DC-4 Training Class for the week of May 19th graduated some distinguished members. Picture at left, left to right first row: Bill Korth, Bob Raines, Bob Sorenson, Charley Hicks. Second row: Dick Stuelke, George Donahoe, Bob Blanck, Monty Trefl. Last row: Herb Wall, Rex Bartlett and Glen Myer.

Just to let you know the kind of flying our pilots achieve, at nine o'clock one Sunday night flight #165 arrived from CHI and cargo handler Don Barnich climbed aboard to start unloading. What he saw made him do a double take and call a fellow worker to verify that he wasn't seeing things. Perched on top was a china cup half full of coffee. Believe it or not, someone had left that half-cup of coffee there when the plane took off from CHI. The ship landed at DEN for refueling and then on to BUR. Don says he looked around and there wasn't a sign that a single drop of coffee had been spilled. Take a bow, Captain V. Wastman and Copilot R. Cole!

Handsomest Little Boy of the Month: Pete Reed's son, Larry. You've never seen a more lascivious wink. It involves use of eyes, nose, forehead arms...arms evidently needed for balance. Some lad!  
Handsomest Pilot of the Month: Sam Royall, in blue uniform and red hair, wins this title in a breeze this month.

ACCOUNTING for Accounting -by- Mary Brady

Just ask the man who knows! That's our Revenue Auditor, Frank Smith, who has been with the Flying Tigers five years and can recall processing airbills for one week that today are equal to one day's processing.



#### FROM SOAP BOX TO SWIVEL CHAIR.....

Frank came to California and joined FTL in 1946 to get away from the weather and the freight business! (Succeeded in regards to weather, I'd say.) FTL had just moved into the hangar at Lockheed (beginning of the ATC contract) when Frank "joined up" in the Material Control Department. He later transferred to the Accounting Department, which at that time occupied the building next to Lockheed Air Terminal. Frank says those days were pretty rugged...the old soap box he used for a chair wasn't exactly the latest thing in office furniture!

There are others in Accounting who could fill our ears with stories of the changes that have taken place through the years. Rhea Lockard and Veva Temple, for example, started their careers with FTL when we were located at Mines Field. I understand that Veva hasn't been absent from work a single day in all her time with the Tigers, and that's really one for the books. Time and space limit this correspondent from getting their stories for this edition.

All the old-timers who have been with the company from the beginning well know its history and rapid growth during the past seven years. Those who are newly employed need only read practically any magazine or the aviation section of the papers and they will find some article about our company's history and its world-wide activities. Just this past April our air freight revenues showed the strongest gain of the current year, or an increase of 23% over a year ago...and the rate of gain should continue to increase due to the recent opening of new stations in nine cities. So quotes our V.P., George Cussen.

So congratulations, Mr. President and all the loyal employees, on this anniversary...and best wishes for many more expanding and prosperous years ahead.

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New employees introduced recently in Accounting include Joyce Peters, Payroll; Barbara Emerson, Comptometer Operator; Janice Walker, Filing Department.

\* \* \* \* \*

It's nice to see Emmet Burke back at his desk after a brief stay on the injured list.

\* \* \* \* \*

Joyce Neuenschwander will be leaving us for a short time to return to Denver to be with her mother and to take an extended vacation for herself.

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Grace Huth and Eva Granville are back from vacations. Eva must really have had time on her hands, for I learned she not only sold the home-stead but is now going to build a brand new one. (We'll be waiting for that house warming party, Eva!)

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A number of the girls from Accounting recently gave a luncheon at Hody's in honor of Alba Mungo who left the company to return to her native state to await the coming blessed event.

We remember how Alba's romance took her all the way to Rome, Italy (via FTL) to get that man of hers, and then followed a long year of waiting for his arrival in the States. Well, he finally arrived and now we will be waiting to hear of the arrival of little Joe. (Possibly a future Tiger, Alba?)

'Twas sad partings for us all to lose Alba after three and a half years, but fond memories will remain with us a long time to come. Do keep us informed, Alba.

\* \* \* \* \*

#### TALENT SCOUTS WANTED!!!

LOOKING FOR GOOD ACTS FOR ONE NIGHT STAND.

MEALS AND ACCOMPANIMENT FURNISHED. SEND

YOUR "FINDS" TO PAT BURKE (AUDITING DEPT.,

EXT. 257).

\* \* \* \* \*

## BAIT, BULLETS &amp; BALLS

By E. J. Abraham

The local softball world was stunned by the powerful juggernaut of hitting power fielded by Mgr. Abe Abraham. The Flying Tigers, once a senile, soft and worse-than-mediocre ball club, blasted through its first 6 practice games without a loss. Sporting a superb pitcher by the name of (get this) Joe Pitcher, the Tigers at last look like they have come to life. Such hitting stars as Frank Robinson, Roy Box, Glynn Vaughn, Cliff Lockerby and Jim Girch are showing their hurler that they will back him up to the hilt. The impossible could become a reality this year...the Tigers could bring home a trophy!

Captain Dick Bower of the good ship Robinette took some of the better known local yokels fishing. Al Penrose, George Mary-Yum-Yum, Chick Thrasher, Howard Kessler and others tried their hand on the briny deep. Howard showed the boys the right way to fish, being high man for the day.

In the small bore rifle shoot Tib Max was the example for the meet. Lover Loeffler and Red Dog McGarrrough tied for second and third. Cliff Lockerby, try as he might, did not hit anybody, or that is, anything.

Most promising ball player of the month - Dick Loeffler, catcher. Copping the award for the eight fingered boob was Bill Cuffe, first base.

Opening day of trout season saw a group of FTL maintenance men invade Big Tujunga Creek. This quaint troop goes under the name of Nimrods Anonymous. Outside of catching their share of fish, nothing else happened...no snake bites, no drownings, no hooks imbedded in the skin. Dull day, ho hum.

Lo and behold the white collar faction of FTL got up from their typewriters, ledgers, IBM's and teletypes to enter into the sports field. A bowling league is being formed thru Shirley Hoffman. A group of the pencil pushers meet every Thursday night at the Airport Bowl at 8:30. Mixed teams are the order of the day and BOKU fun is anticipated by all. So get hot, our clerical brothers and sisters. FTL maintenance is getting tired of solely representing the company in the world of competition.



The FTL sponsored bowling team at San Diego snared the local championship at that city. Bill Kendel (back row, extreme right in picture) is FTL member of the San Diego team. Could be the BUR bunch should take a hint from SAN!

## HANGIN' ROUND THE HANGAR

By V. Burcham

Harry Humphrey, Radio Department, is the proud father of a baby boy. Now he has a boy and a girl.

E. L. Arrowsmith, also of the Radio Department, was off again on a fast trip to Idlewild to see how the Radio Boys were making out at their new base. Only complaint was the dust. (Now Burbank doesn't have anything like that!)

Earl Nichols-Roy recently bought a new house in Arcadia, away from the smog and fog of Inglewood.

June Cosgrove and her husband are proud new owners of a house in Reseda.

Likewise Anne Aherne of Purchasing Department who bought a new home in North Hollywood.

Gerda McCormick of Purchasing has just returned from a vacation in Minnesota. Lucky girl.

Hear the Flying Club Ship is finally back flying after quite a long vacation on the ground.

Jay Clark, the radio man at Tokyo, informs us that his wife departed from Los Angeles on May 11th. She and their two month baby will join him in Tokyo.

Jack Dupree reports he and his wife arrived in Frankfurt and after several days of being ill, have recuperated. Seems Jack is pretty busy with our trans-Atlantic schedules.

Sue Wilburn of Material Control had a package from her husband in Honolulu. No, it wasn't his laundry...it was a very lovely sun dress.

The Radio Department almost caught a good look at their traveling mechanic, Johnny Cieslak, as he went through Burbank enroute to Seattle. Ah ha, the finance company at your heels, Johnny?

## TIGER SIXTH ANNUAL PICNIC!!

It's picnic time again for all Flying Tigers and their families. Plans are under way for even more successful festivities this year, with a Dutch band for entertainment and dancing for the grown-ups, while for the kiddies there will be poney rides in addition to the train ride and ferris wheel.

There's games, swimming, contests and prizes. Our Mr. Pat Burke, a professional M.C. and an Irish tenor in his own right, will set off the big talent show. All you entertainers who would like to perform should contact Pat in Accounting, Ext. 258.

During the afternoon the big barbecue beef dinner will be served so as to accommodate everyone, even though some of you fellows may have to work one of the shifts that day.

So set the date of Sunday, June 29th from 11:00 A.M. to 7:00 P.M. as Family Fun Day at the Valley Park Country Club in Sherman Oaks. Just off Ventura Blvd.

IT'S ALL FREE!!!

IAM Pioneer Airtransport Lodge NEWS  
by Ken Marietta

The membership of Pioneer Airtransport Lodge extends best wishes to FTL on its 7th anniversary. At a time like this it is interesting to talk to the boys who have been around for a long time and learn about the changes that have taken place since the company started operations.

A lot of water has gone under the bridge since the early days when one ship would come straggling in for a check until now when as many as seventeen ships are on the line at one time and departures amount to twenty-one over a week end. Got those figures from Al Goldberg and Thelma Goodman. Goldy laments that nobody wants to believe the statistics...they're fantastic...but to those of us who work for the Tigers, they seem to be all in a day's work.

It's highly probable that the reason for a record of this kind is due to the general good spirit that prevails at the Tigers. There have been occasional ups and downs, but the underlying factors still exist that made the Flying Tigers a feature article in Life magazine years ago and a household word today.

The union has kept pace with the growth of the company and has maintained good relationships. There have been a normal number of groans and gripes, but real grievances have been few and far between.

Formation of the union began in July, 1947 under "Rod" Rademacher. The first contract was signed on August 4th of that year.

"Rod" was president of the union for three and a half years and under his direction the progress of the organization paralleled that of the company. He enjoyed his job as president, was respected by the company for his efforts and had good support from his fellow workers.



Photo by K. Smith

With the election of Jack Carter to the presidency, "Rod" took on the job of business agent on a temporary set-up. In this capacity he consolidated relations between Burbank and other stations. On a trip over the system he cleared up a lot of questions on contract interpretations and solved a lot of personal problems.

There has been a substantial gain in union membership during the years. Lee Vogel, Walt Loeffler and Bob Ross signed up the most members, with Vogel, alone, handling over 125!

Although the officers for this year are new in the work, they are continuing to preserve good relations and are keeping things straight with the contract.



Photo by K. Smith

Present officers of Local 1903, IAM, include (L-R front) "Rod" Rademacher, Bill Cashion, Bill Cuffe. (L-R back) Junior Burr, Andy Freitas, Jack Carter, Ken Marietta. (Bill Margrave was not present for picture.)

\* \* \* \* \*

We are pleased to announce that a committee has been appointed to handle suggestions. The committee is comprised of Pat Campato, Art Klein, Bill Hodson and Dick Hoyt.

All suggestions now in for consideration will be handled chronologically. Forms are being prepared for future use. Be sure any suggestion you want to make meets one or more of the necessary qualifications: Will it save time? Will it save money? Will it save material? Compensation for suggestions will be in proportion to savings.

\* \* \* \* \*

A lot of damage has been done around the hangar during the past several months because of wild rumors. Passing along and building up a story that has no foundation will hurt you. Let's check on the source of information. Get facts instead of fiction.

\* \* \* \* \*

Sick leave means just that. Protect yourself for the future. Don't take sick leave unless it is really necessary. A word to the wise is sufficient!

DID YOU KNOW that your Flying Tiger Credit Union is now a \$220,000.00 corporation?

Back in September, 1948 the corporation was started by approximately 150 members purchasing \$6,000.00 in savings shares.

We now have 912 members and total assets of \$220,000.00.

During the lifetime of the Credit Union 1632 loans have been made, totaling almost \$670,000.00. Not only has the Credit Union grown in size, but it has also expanded its benefits to include Borrowers' Protection Insurance and Life Savings Insurance.

The Life Saving Insurance which is provided FREE to all members, matches your savings dollar for dollar (maximum \$1,000.) with life insurance. Nowhere can you SAVE and RECEIVE such high interest rates, plus FREE LIFE INSURANCE, plus LOAN BENEFITS!

SALES DEPARTMENT.....by.....Katherine M. Smith

When George Cussen took over the Sales Department in December, 1947 he inherited a total of three stations, four salesmen and one secretary. The stations were Los Angeles, with two salesmen, Chicago and New York with one salesman each. Like all other departments, he also inherited a lot of headaches, not the least of which was how to fill that one-a-day C-47 aircraft.

Last month we added station number 24 to our system when we opened our Northwest service and our 78 sales personnel are busy like beavers packing in the freight to fill the 22 domestic aircraft on our ten-a-day flights.

The growth of the Sales Department has been by leaps and bounds. 1948 saw the opening of service and offices in Detroit, Cleveland, St. Louis and Kansas City, which latter was closed a few months later. In 1949 we closed St. Louis and opened San Diego. In 1950 we leaped all over the east into Akron, Boston, Buffalo, Hartford, Milwaukee, Philadelphia and Toledo, and in the west to Denver and Oakland. In 1952 we again blitzed the east with the installation of offices at Binghamton, Grand Rapids, Providence, Rochester, South Bend and Syracuse. To many points we inaugurated our "hub" service, that is trucking from the point to our nearest principal point. Obviously hopping airplanes around the country with stops every few miles would be slower and less economical service for shippers and ourselves, so truck service was instituted to cover these short-haul stops. And finally our service into Portland-Seattle-Tacoma has opened the Oregon-Washington territory to its first all airfreight service.

In 1949 Bob Woodworth, who was assistant to Mr. Cussen, was segregated into a sub-department to take charge of our Rates & Tariff and to set up Interline and Agency Agreements whereby we could expand our service to points not directly on our system through the exchange and transfer of freight to other domestic and foreign airlines.

In 1950 Len Kimball was relieved of his duties as Los Angeles District Sales Manager to set up our Public Relations and Advertising Department and from his office poured out news releases, magazine feature stories and direct mail, which has been supplemented by our nationwide advertising campaign. Under his guiding hand we have very successfully "inaugurated" all our new services with appropriate local ceremonies.

In 1951 the Customer Service Bureau was set up on a trial basis in the Los Angeles sales office, with salesmen making their "calls" by telephone from prepared lists and the telephone directory.

This proved such a success that the service has been installed as a permanent section of the Sales Department, not only in Los Angeles but in all our major cities, giving our shippers a very specialized service as a general information bureau.

With the rapid growth of the Department it has been necessary to allocate responsibilities under an Eastern and Western Regional Manager and these assignments are being carried on by George Dart in the East with all stations east of Denver under his jurisdiction and by Ernie Kruttschnitt in the West, supervising from San Francisco, the Pacific Coast cities and Denver.

And last, but by no means least, comes our recently formed International Sales Department under the direction of Mayo Thomas, who has relinquished his previous special assignments to devote his entire time to developing our International Traffic with importers and exporters and the foreign carriers.

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Back in February, 1949 in the TigeReview Mr. Cussen wrote: "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."

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And from our point of view the Sales Department is still striving to give the "Best Service Rendered" on the hazardous highway to becoming "The Best and the Most Efficient."



George Cussen, V.P. Sales

## Stop The Press!

St. John's Hospital is proudly displaying the grocve worn in the corridor by Fred Benninger as he waited for his wife, Esther, to present him with a 7 lb. 4 oz. daughter, Christine.

Here's one fellow who believes in celebrating the Tigers' anniversary in a BIG WAY.

THOSE WERE THE DAYS!



When Len Kimball, head of the Public Relations Department, was asked what he remembered most concerning the early pioneer days he gave out with the following:

"I remember the spirit mostly. The way people unselfishly gave of their time and effort to help build the company. Especially in

the days when the company was in a critical condition. Nobody thought about the hours they worked, or the demands of the job. Their concern was whether they could get the job done in time to meet immediate needs. Obstacles that were constantly being run into were met with the spirit of 'well this has just got to be done.'

"Everyone worked as though it were his own personal problem...every company crisis was his own personal crisis. Whether the individual was an officer of the company or a cargo handler or selling service, everyone worked together.

"It was this spirit that put the company on its way to being the success it is today."

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The Tigers' seventh anniversary brings back to Mayo Thomas many, many memories, a few of which he recounted with a far-away look in his eyes...

"The old Budd Conestogas... how a lot of us lost most of our hair from changing caps to go with the different jobs...when our maintenance hangar was only a double garage...before we had a security department...when FTL was the wealthiest squatter on the L.A. Airport...when Helen Ruth Prescott was the secretary to the president, the traffic manager, the sales manager, the maintenance superintendent, the chief of publicity, personnel director and acted as counselor and mother confessor to the wandering FTL pilots...

"When Ed Hembree, Al Goldberg and Collie Colquette were the maintenance department...the first anniversary party at Lakewood Country Club in Long Beach...when we were all hiding from the CAA and CAB inspectors...when we wondered if the monthly pay check would ever arrive and if it could be cashed...when FTL stock was 55¢ a share...when our medical department consisted of one beat-up first aid kit...

"When the accounting, traffic, sales, maintenance, executive and personnel "department" were all in one room 20' x 20', with the sheriff looking in the window waving an attachment for the past-due rent on the desk and typewriter..."

\*\*\*\*\*

We wonder if this brings back any "special" memories to you other "ole timers"?.....



MAYO THOMAS

THESE ARE OUR DAYS!

We wonder how this all seems to the newcomers today. Possible? It's certainly hard to believe. If you don't think it's true just drop in to the Public Relations office some day and look over the company's scrap books.....

INTRODUCING TWO NEWCOMERS IN PERSONNEL



PAT BURTON

The first valuable addition arrived on 5-22-52. She is lovely, likeable and charming Mrs. (too bad fellas!) Pat Burton.

Pat has attended Santa Barbara College, so she has brains in addition to her charming personality.

Before joining the Tigers, Pat was employed by the Board of Education in Glendale and Santa Barbara, and by Applied Research Laboratories in Montrose.

Upon being asked what special hobbies she entertained she answer, real quick like, "gardening and music (piano)."

Pat and her husband live in Glendale. Says she is very glad to be with us. Well, everyone is glad you're here, too, Pat.

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Art Meyer, our Personnel Director who is now in the midst of contract negotiations with several unions, is very grateful for his new assistant - Richard (Dick) Fuller.

Dick resigned his position as Supervisor of Industrial Relations, Western Region for TWA, where he has been for the past six and a half years. In his new job at the Tigers he will have the title of Assistant Personnel Director and will spend considerable time in developing and expanding the services of the Personnel Department.

Dick is a graduate of Ohio State University and during World War II served in the AAF.

He lives in Encino with his wife and three sons, ages two, five and eight -- just a small handful.

Dick must be real handy to have around the house. In his spare time he makes furniture... just as a hobby, folks! (P.S. In case you "go commercial", Dick, remember FTL just LOVES to SHIP furniture!)

The Sales Department was looking over our shoulder as we wrote the above!



DICK FULLER

A FANATIC IS A PERSON WHO  
CAN'T CHANGE HIS OPINION,  
AND WON'T CHANGE HIS MIND!



## The Flying Tiger Line Inc.

GENERAL OFFICES: LOCKHEED AIR TERMINAL BURBANK, CALIF. STANLEY 7-3411  
UNITED STATES AIRFREIGHT ROUTE NO. 100 CABLE ADDRESS: FLYTIGER

To All Flying Tigers:

We are now winding up our seventh year as an enterprise — an adventure in business that was given almost no chance to survive by normal business standards or by many business minds who saw the odds against it.

What these "normal business standards" cannot measure or chart in a forecast of this spirit and the "can do" can appear in an organization to have come into our beginning and has almost every new perus. And that is the the charts. You have that has surpassed inal "grandfather" business, profits You have done this any government hand- all of your competi- dole from the U. S.

All of you what you have built.

My personal hope and dream for our organization is that it need not necessarily be the biggest in the world, but always may it be the best. Keeping that goal in our minds has brought us to our present success. If we can continue to keep it that way, there's no limit to where we can go.



sort is the driving determination that ization. It seems outfit at the very been added to by son who has joined "why" we have upset built an airline twelve of the orig- airlines in gross and size of fleets. without the aid of outs while almost tion gets a monthly Treasury.

should be very proud of

I am.

Sincerely,

Robert W. Prescott  
President