

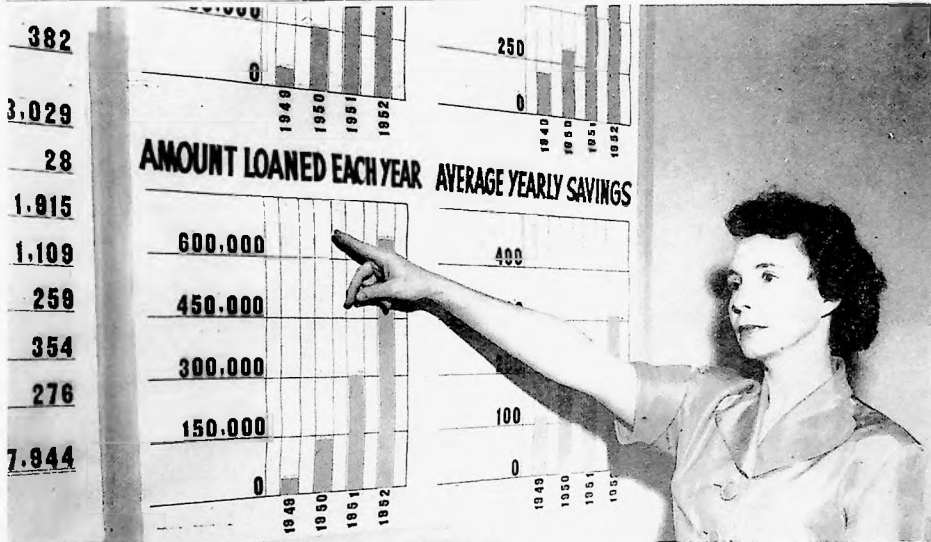
TIGER REVIEW



Volume 7

Burbank, California, February, 1953

Number 8



FTL CREDIT Union loaned more than \$600,000 in 1952, declared a 5.5 per cent dividend. Leona Ross, assistant treasurer, points to the graph showing the Credit Union's growth. Profits exceeded \$18,000. More than 66 per cent of FTL employees are members. —Photo by Lloyd Sherman

Credit Union Profit in '52 Is \$18,000

More than \$600,000 worth of loans were made in 1952 by the FTL Credit Union, it was disclosed at the 1952 annual meeting at Burbank on Jan. 29 and the treasurer, Dick Yung, reported that the Credit Union showed a net profit of more than \$18,000.

In view of the outstanding earnings, the members voted to declare a dividend of 5.5 per cent, the highest in FTL Credit Union history.

More than 66 per cent of the FTL personnel belong to the Credit Union, Dick Yung said, an exceptional average.

New officers elected for 1953 at the annual meeting are Bill Margrave, Bernie Senn, and Bob Woodworth (reelected), Board of Directors; Lou Block and M. L. Edwards, Credit Committee; Bill Gilford and Manny Marquez (reelected), Supervisory Committee.

Both Dick Yung, treasurer, and Leona Ross, assistant treasurer, pointed out that 1952 was a most successful Credit Union year.

Logsdon Named To Suggestion Body

FTL Suggestion System Committee Chairman Dick Hoyt has announced the assignment of Bob Logsdon as assistant to Mr. Goldberg. Logsdon replaces Bill Hodson in investigating suggestions which affect the Flight Maintenance department.

A copy of the Suggestion Plan's 1952 Annual Report is posted on the System bulletin board showing that more than 200 entries were submitted during the first seven months of operation.

Dick says: "Submit your suggestion today!"

Bill Staley Directs Flying Tiger Rates and Tariffs Publication

By Dick Hoyt

Somewhat behind the scenes, but a highly important function of the business, is Rates and Tariffs, a section of the Sales department. This office publishes all rates, rules, and regulations governing the shipment of airfreight within the procedures established by the C.A.B.

Bill Staley, who could easily be a contender for the title "Mr. Transportation" because of his years of service in the field, directs this operation. In addition, his office issues rate memorandums and other sales aids from the tariffs which are handy and educational for our own personnel as well as the shipping public.



"It is sometimes our responsibility to interpret rulings as contained in the tariffs," Bill stated, "where we classify items into separate commodity groups, some of which will get more favorable

rates. Oftentimes people will attempt to place a commodity in a category where it doesn't belong. For instance we have a rate on chemicals and a lower rate on toilet preparations. It is an actual fact," Bill declares, "that one

party wanted to classify a chemical that cleans toilets as toilet preparations so as to obtain the lower rate!"

Restricted commodities such as inflammables, corrosives, and explosives come under Staley's scrutiny and he decides whether we may accept the shipment, and, if so, how it must be packed. All embargoes emanate from the Rates and Tariffs office.

It appears that Bill's assignment was well-chosen on the basis of his more than 30 years in rail transportation throughout the Middle West, South and West Coast. His work brought him in contact with many facets of the industry, some of which were as billing clerk, stenographer, freight clerk, cashier, accountant, ticket agent, chief clerk and freight solicitor. Since coming to FTL in 1949 Staley has drawn much from

(Continued on Page Two)

Income Tax Tip

Here's a tip for everyone who will be filing income tax returns in March. If you have a refund coming on your 1952 taxes, mark "REFUND" plainly on the envelope. The Internal Revenue Department will separate the mail marked in this manner, and refunds will be handled more quickly.



Published Monthly By and For the Employees of

The Flying Tiger Line Inc.

Lockheed Air Terminal, Burbank, California

Len Kimball Public Relations Director
Dode Penrod Tigereview Editor

Contributions from all employees welcomed.

Deadline for material first Monday of each month.

Thanks for the Roses!

The excellent response to the "new" Tigereview has been most gratifying. We have received some very nice compliments and quite a few suggestions for further improvements. Fortunately, most of the comments we received were good—but good or bad, we want to hear ALL comments so that we can publish a paper which YOU like.

One of the most frequent comments made concerning the Tigereview is: "Why isn't my department (or my station) ever mentioned in the paper?" Our only answer to this one is: "We can't print the news until YOU send it to us." Here at Burbank we have no way of knowing what goes on in Seattle, or Milwaukee, or Birmingham, and obviously we can't put anything into print until news is sent in. How about giving us a try? Send us some news and see whether or not it makes the pages of the Tigereview!

A few people have suggested that we start a classified section in the Tigereview. This has been done very successfully in other company publications and we will be very happy to give it a try in our paper. But first we need someone to volunteer to take on the job of collecting and compiling ads for a classified section. We can't start this new feature until someone offers his services for the job.

According to some comments received, the January issue of the Tigereview was lacking in local gossip and news. We hope this situation has been improved in the February issue.

Perhaps the Tigereview will never reach the point where it pleases all of the people all of the time. But we do want it to please most of the people most of the time. Heartiest thanks to everyone who has contributed news and thanks also to those of you who have taken time to give constructive criticism.

Watch Tigereview Circulation Jump!

With this issue of Tigereview, Norma Saylor of Rates and Tariffs takes over as circulation manager. Norma will handle distribution of all copies of the Tigereview and in her new job hopes to build up the circulation list.

If you know of a former FTL employee who is now in the service and who would like to keep in touch with the Flying Tiger family by receiving copies of the Tigereview, just drop a note to Norma with the name and current address clearly printed. Send all such requests to NORMA SAYLOR, ROOM 106, FTL GENERAL OFFICE.

Staley Directs - - -

(Continued from Page One)
this background. He has never lost his proficiency at shorthand which he applies in his work as secretary to the Credit Union, having served since last year and recently reelected to serve in '53. This department has undergone comparable expansion with the growth of the Company dating back to 1947, when the General Traffic Manager issued the first tariff.

Bill Staley came from L. A. District Sales to assist Mr. Woodworth; then last Fall, upon Woodworth's promotion to General Sales Manager, Staley took over his present assignment as Manager of Rates and Tariffs.

Rummagin' Around the Ready Room

By Virginia Lindstrom

Dick Clark was pleasantly surprised recently. Upon arrival home from a Tokyo trip, he discovered that Mrs. Clark had purchased a new Ford station wagon. Now the six Clarks and the Clark canine ride in style and comfort.

Jack and Mrs. Liebohl have welcomed John Gregory to their family. John Gregory was born Jan. 9, 1953, weighing 4 lbs., 7 oz.

Capt. Pat and Mrs. Malone have a new colleen. Baby girl Malone will have an Irish name, no doubt, but it is not known at this time.

New co-pilots Ford, Lewis, and Lindquist were shown around town while at Ground Training classes recently. Threats have been made, so no more will be said.

Frank Piche went on the sick leave list in Honolulu on Jan. 3. A bit of trouble after checking gas, resulted in a broken shoulder blade and scalp lacerations. We

wish Frank a speedy recovery and return.

Two handsome Lieutenant Commanders were seen around recently. Bill Pattison and John Thelen have been recalled to Navy duty and are now on military leave.

A belated welcome to Chief Pilot's secretaries Phyllis Petralis at Newark and Merlyn Law at Chicago.

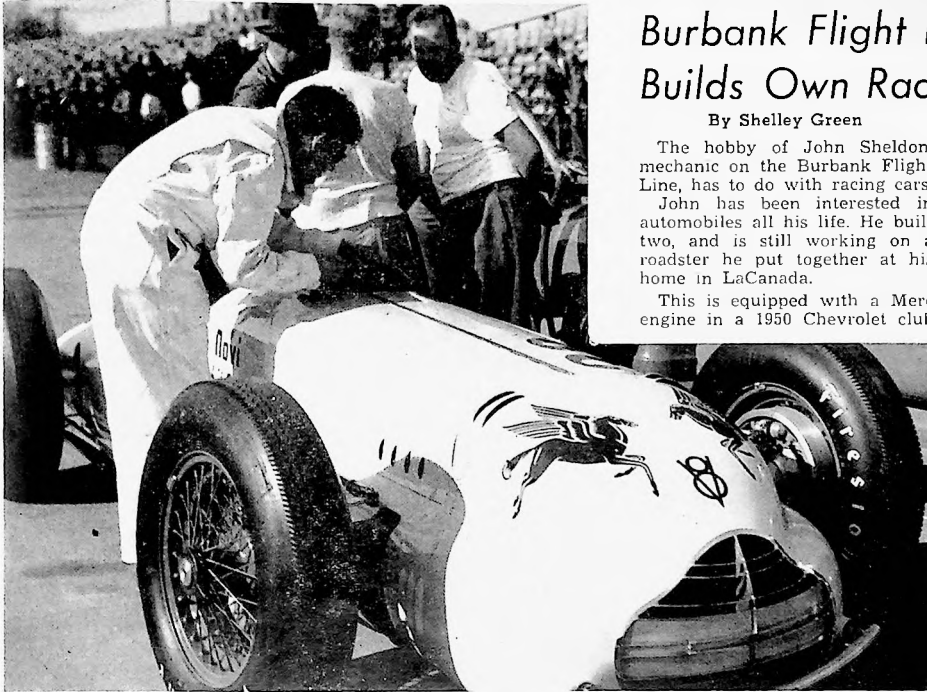
Also in the welcome line: to co-pilots D. Stanton, E. Lowry, D. Dinoff, W. Mathewson, H. Malcolm, T. Miley, K. Kindopp, W. Ford, H. Lewis, E. Reynard, R. Rodriguez, A. Plath, J. McLeod, E. Keiser, P. Most, R. Lindquist, B. Abram, D. Van Handel, R. See and B. Gazzaway. They all attended Ground Training in Burbank during January.

Mrs. Jerry Kurtz thanks Tiger flight personnel for their thoughtfulness. It was sincerely appreciated.



AGENT: Has the inbred preciseness of an IBM Machine—a diplomat to the CORE. Can often be found engaged in the never ending battle of the TWX—Is up to date on all revisions in the Billing and Station Manuals

The above cartoon is the first in a series submitted by PVD Station Agent, Robert J. Merzi, who subtly pokes fun at the work of various FTL employees. Merzi says that he will keep up this series until he runs out of people or gets run out himself!



JOHN SHELDON, left, goes over every detail of racing car "Novi" at Indianapolis races.

Burbank Flight Line Mechanic Builds Own Race Cars as Hobby

By Shelley Green

The hobby of John Sheldon, mechanic on the Burbank Flight Line, has to do with racing cars.

John has been interested in automobiles all his life. He built two, and is still working on a roadster he put together at his home in LaCanada.

This is equipped with a Merc engine in a 1950 Chevrolet club

coupe. "With this Merc engine I can leave behind a 1952 Cadillac and a 1953 Dodge. There's no stock car that I can't take. Four months ago I went off with a Jaguar—made a rolling start and at 80 miles an hour the Jag was about 2 lengths ahead of me." The Jag, he says, is one of England's finest racing cars.

John's going to take his car to the drag races at Saugus when he gets it running the way he wants. Right now he can accelerate from 0 to 60 in 10 seconds. A Cad or Lincoln will do the same thing in about 14½ seconds.

Ford-built engines take more abuse and punishment than any other; however in the last year or so the Chrysler engine is becoming popular among racing enthusiasts. The Studebaker is also well designed and rugged. John claims.

John's wife, Bernice, uses the car with its hopped-up motor for every day shopping. It's easily handled and she experiences no difficulty. Incidentally, Bernice was Paul Grace's secretary at one time. She and John have a 10-month old son.

John says the most exciting and tense years of his life have been with race cars. In 1949 and 1950 he was at Indianapolis for the Memorial Day Race, as a picked crew member.

"It's such a terrific experience it can't be described. The 33 racers hit the first corner doing 120 miles an hour only 3 to 6 feet apart. The roar and din is ear-splitting. It's fabulous!"

In August, 1952, John and four others viewed the running of the Bonneville Speed Trials. They saw the City of Burbank, a streamliner, make the record run at 239 miles per hour. "On the salt flats, the illusion of speed is lost. You see the car emerging from a dot on the horizon to a w-h-o-o-s-h in front of you and then it become a dot again."

John is becoming an author, too. In the April or May issue of Hop Up Magazine, racing and hot rod magazine, he will have an article complete with pictures.

To sum up his hobby, John says: "The racing bug is a serious disease and is very hard to get rid of once one has smelled burning alcohol and castor oil and heard the roar of those big engines."

of the Group Life Insurance to an individual policy of Life Insurance.

Remember the deadline, Mar. 3.

Whale-Sized Query Stumps EWR Staff

By Jill McCormick

NEWARK, N.J.—Ernie Visconti, Dispatch, received a call the other day from a would-be customer who queried, "Can FTL handle 60,000 pounds?" "Sure," replied Visconti, "but we'll have to break it up into several shipments." "Can't do that! We want to ship a 60,000-pound whale!"

Now that the gang is back at EWR, morale is higher than at any time during the past seven months. We are still having a hard time convincing the New Jersey citizens that aviation is here to stay. We receive notices from the Safety Committee, whose job is to lend an ear to complaining citizens, which read like this: "Mrs. Blank from Elizabeth Port reported an aircraft flying low in the area at 1148 EST Tuesday. EWR Tower reports that FTL 993 touched down on runway 4 at 11:48 EST Tuesday."

We have two new gals to welcome, Marge Casey who is pushing buttons and ringing bells in Hangar 6, and Phyllis Petralis who is keeping the office of Capt. Souers and J. P. Goldsmith from a state of confusion.

The Maintenance department has managed to keep up with the

On Valentine's, long years ago,
They had a pleasant custom.
They didn't send their sweeties cards,

They stepped right up and
bussed 'em.

They woke and dressed at
crack of dawn
And with a wolfish feeling
Went forth to kiss the comely miss

Who first appeared
appealing.

And she, if she had not been
tagged

By one who rose more early,
Was for the year, this winsome dear,

Your very special girlie.

A pleasant custom? Maybe so,
But think about the suitor
Who kissed the first with
fervent thirst,
Then found a second cuter!

—By Richard Armour

Birds and Bees, and our Tiger Cub Department has increased thusly: To William Tracy, Lead Mechanic, a boy; John Zainius, Mechanic, twins, boy and girl; J. A. Van Fleet, Mechanic, girl; John Whitelaw, Radio, girl; and J. P. Archer, Inspection, boy.

EWR Inspection department welcomes Vincent Evangelista, returned from BUR.

Still Time To Get Group Insurance

The Personnel Department has announced that the time limit for employees to sign up for Group Life Insurance under a special non - medical arrangement has been extended to Mar. 3. Normally an employee who has been with the Company over 31 days cannot secure the Group Life Insurance Plan unless he furnishes evidence of good health. This requirement, however, has been waived for a limited time. If 75% of our employees join the Plan before Mar. 3, no medical examination or evidence of insurability will be necessary.

If you have not already received a booklet explaining the Group Life Insurance Plan, ask for a copy at the Personnel Office in the main office building. Application blanks are also available there.

The Group Life Insurance Plan is underwritten by State Mutual Life Assurance Company of Worcester, Mass., and because the Company pays a portion of the premium, the cost is low. Most employees are eligible for a \$2000 life insurance policy for as little as \$1.37 per month. In case of termination of employment it is possible to convert the amount

Kilroy's Korner

By Ina Mae Barker

Something unusual usually happens in Engineering. Last month it was waving handkerchiefs at the Control Tower. This month, Jim Bryans wins the "Sad Sack Memorial Trophy for Idiocy in Action." Apparently James confused some of the basic maneuvers involved in spinning a prop and did an ancient Tasmanian jig a la Hollywood style in a sprightly fashion, and then stuck his leg in the prop (which happened to be turning at the time). Quel petite tool! (What a little noodnick!)

The Flying Tiger Cradle Roll adds: Jim Legget, Radio Shop, is proud father of a boy born Feb. 2, and Al Cedro welcomes an 8 lb. 14 oz. baby boy, his third.

After an operation and long convalescence, Tommy Martinez is back in the Maintenance Training department.

Things will be quiet around Purchasing for a while, until Nancy Beck recovers from the loss of her tonsils.

Jack Nolden, Instrument department, took the big step Jan. 18. He'll miss that drive between North Hollywood and Riverside!

As a mark of progress the Company is making with regard to overhaul, George Gross of the Hydraulic Shop reports that we now assemble a complete set of landing gear, overhauled and ready for installation, before an airplane arrives at BUR for overhaul. This is an important feature with regard to the speed with which an airplane gets through overhaul.

FTL welcomes to BUR Hangar some new employees, including Doris Asdahl, Material Control; Edna Wolley, Purchasing; Ernie Gill, Instrument, a former employee; Thorwald Holmes; R. M. Jorgenson; Hilda Belford (combination secretary and radio mech); and John Craig, to Radio. Sidenote: Thorwald Holmes had a radio program called "Night Riders" on KECA before he came to FTL.

Before I close, I'd like to remind HNL that I haven't heard a word from them. Stubby, Augie???? I'm waiting.—Kilroy.

Happy Birthday, George!

Because the birthday of the king-of-the-cherry-tree-choppers falls on Sunday, Feb. 22, all FTL employees who have Sundays as their regular scheduled days off will not be required to work on Monday, Feb. 23.

Have a nice, long week end!



TIGER'S UNION SERVICE—The new Union Oil Service Station on the corner of Sherman Way and Vineland has an experienced crew of men to serve Flying Tiger employees. By applying for Union Oil Credit Cards, or by presenting identification cards, it is possible for FTL employees to

—Photo by Lloyd Sherman
obtain a discount on all items. FTL pilots are taking advantage of this new service by leaving their cars at the Union Station before departing on a trip. When they return, they find their cars completely serviced and waiting for them in the parking lot.

What Goes On in Flying Tiger's 'Top-of-the-Ladder' Room?

Do you ever wonder what transpires behind the door of Room 206 in FTL's general office building at Burbank?

That's the "top-of-the-ladder" room — the Executive department. Here is success, the dream of youth. Those who reach success are envied by many, respected by most, hated by a few, regarded with awe by all.

Success—gained by years of unremitting effort, unceasing toil,



Robert W. Prescott

single-minded purpose.

The story of FTL and its executives is a "success story". The Flying Tiger Line has captured the imagination of the entire American public and has kept it cheering on the sidelines.

What goes on in the Executive department as it meets responsibilities which increase

with the growth of the company?

The Executive department negotiates for, obtains, and executes contracts such as the Tokyo Air-lift, the Navy contract, Trans-Atlantic charters, and the like. It sets Company policy, making sure it complies with all phases of labor, management, and practice. It buys and sells aircraft, such as the complicated financial transactions involved in the recent purchase of seven DC-6A planes at a cost of \$7 million. It maintains contact with those who influence and shape the aviation world—and incidentally does more than a little shaping and influencing itself.

Robert W. Prescott, President, has given talks and lectures all over the nation which have been attended and applauded by many of the most influential men in the country. Where Mr. Prescott's name is known, The Flying Tiger Line is known, and where The Flying Tiger Line is known, it's in business.

Financial reins of the Company are held by Fred Benninger, General Manager and Secretary-Treasurer. Mr. B's financial acumen speaks for itself in determining the financial structure of the Company. He is responsible for coordinating and integrating the work of all departments of FTL.

Staff assistants to Mr. Benninger include Howard Finney and O. R. Burghardt.

Any mention of the Executive department would be incomplete without including the names of Charlotte Waltz, secretary to Mr.

Prescott, and Shelley Green, Mr. Benninger's secretary.

So we can see that what The Flying Tiger Line has been, is now, and will be, is largely dependent upon the ideas and planning by the Executive department. But of all things, more than any other the Executive depart-



Fred Benninger

ment recognizes and appreciates the part played by each and every department, each and every employee. The success of one is equally dependent on the other. As we work for Management, so it works for us. So . . . you chart the course, Mr. Prescott and Mr. Benninger—and we'll keep 'em flying!

Ina