

# TIGER REVIEW



Volume 7

Burbank, California, April, 1953

Number 10

## Summer Keglers Still May Sign Up

It's not too late to sign up for the FTL summer bowling league which will start on June 3 and run through Sept. 2. Teams will be composed of five members—either two men and three women or three men and two women.

The summer bowling league will be held at Magnolia Bowling Alley, 4500 W. Magnolia Blvd., Burbank. Bowling will start at 8:45 p.m. each Wednesday night and the total cost, including three lines of bowling, tip, scoring fee and prize money, is \$1.75 per night.

For more details contact Art Schifferman in Accounting.

American industry has spent \$150,000,000,000 on new plants and equipment since the end of World War II.

## Newark Girl Wins First Photo Money

First winner in the company-wide monthly photo contest is Jill McCormick of Newark.

Not many really excellent photos have been turned in so far to the Public Relations Office, Burbank, and prize money for the best snapshots is still waiting.

The contest is open to all employees and the cash prizes range from \$1 to \$10 for the best pictures showing some phase of operation or activity involving FTL planes or equipment or locale.

It's a good opportunity to get a little extra vacation cash, so all you camera fans—snap those pictures and then enter them in the monthly photo contest.

Send your photos to Public Relations Department, Room 105, FTL General Office, Burbank. Be sure to include your name, employee number, and location.



GENE BOZARTH, Burbank, will draw cartoons for TigeReview.

## 'Doodling' While In Hospital Develops Cartoonist's Talents

By Shelley Green

The cartoon which appears elsewhere in this issue of the TigeReview is your introduction to a new contributor, GENE BOZARTH, who works in the Hydraulics Modification Shop at Burbank. This is the story of how he became interested in cartooning.

As a child he insisted upon drawing airplanes whenever and wherever he could, and in school tried to pursue his artistic talents further. However, an art instructor discouraged him by saying that he had no ability and shouldn't even try to become an artist. Consequently, he dropped the whole idea.

Years later, while he was convalescing in the Air Force hospital at Tampa, Fla., a Red Cross nurse gave him a pencil and paper and told him to doodle. That's how he started cartooning, and he's been "doodling" at it four years now. Service papers at various Air Force bases have used his cartoons, but up to the present Gene hasn't seriously tried to make publishing contacts.

Nevertheless, he has developed four books with picturesque titles, each book following a single

theme. He says, too, that the majority of his cartoons are of the Esquire type—"half-way risqué." For instance, "Hibernation" is strictly wedding night cartoons. "Life in a Whiskey Bottle" is made up from impossible sayings, such as "He's continually shooting off his mouth," "He's always jumping down somebody's throat," or "He plays piano by ear." "Livery Stable Blues" consists of situations that might happen around any Air Force base or Army camp. The last book, "You Never Had It So Good" is nothing but GI gripes. He intends to submit it to the Air Force Times one of these days.

Gene has been married eight months, and his wife's encouragement and inspiration have helped him tremendously. "She's the comic of the family. She outlines the situation and I draw it. Teamwork is better than one person alone. Marjorie's really back of me!"

"Cartooning isn't work for me—it's strictly enjoyment. I don't believe anyone has found his line of work until he's happy with it. If I can make people laugh with my cartoons, I'll be happy. If no one laughs, I'll throw them away. People are the best judges."

## Detroit Tigers See Slick Color Film

By Liz Schroeder

Hal Blauw, District Sales Manager with Slick Airways in Detroit, invited all Tiger personnel over to his office Mar. 27 to watch movies of Slick's cargo operations and also a Pan American cargo Clipper movie. These color movies were very interesting—the type that our salesmen have been wanting for their use in Detroit in conjunction with airfreight solicitation and sales talks. It seems that the Detroit companies prefer a movie to just plain sales talk any day.

R. J. Klepac, Agent at RML, was injured while working a flight back in February and is still wearing a cast, although he was switched from crutches to a special heel that he can put his weight on when he walks.

With the new release on the FTL SLI merger, Bob Klepac said he might draw a cartoon for the TigeReview. He still has his thinking cap on.

Bob Moran, Station Manager at RML, celebrated a birthday and anniversary on Apr. 3. Congratulations, also, to operations office girl who celebrates a similar event on Apr. 28.

Herb Nieman, former RML employee, was home again on military leave, this being the last time before his final discharge. Herb hopes to come back to the Detroit station.



EDWIN E. CRUMPLAR, Director of Security for the Flying Tiger Line, has been elected President of the National Industrial Security Association, whose membership is composed of top flight security officers on a national scale.



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*The Flying Tiger Line Inc.*

Lockheed Air Terminal, Burbank, California

Len Kimball ..... Public Relations Director  
Dode Penrod ..... TigerReview Editor  
Norma Saylor ..... Circulation Manager

Contributions from all employees welcomed.  
Deadline for material first day of each month.

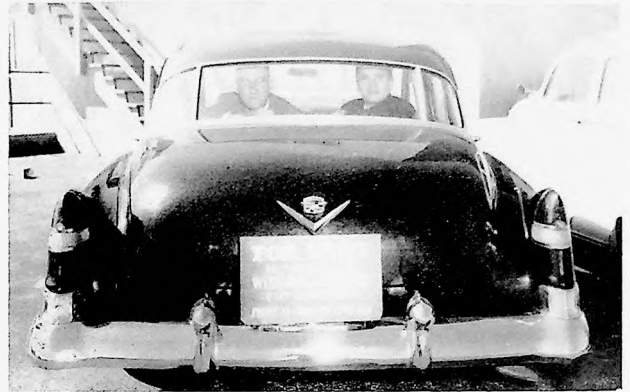
## So That the Blind May See . . .

In an organization the size of The Flying Tiger Line, boasting nearly 1800 employees, it is inevitable that frequently our attention is called to individuals or groups of employees who have performed some outstanding service to their fellow man or community. But seldom do we come across a greater display of humanitarianism than has been performed by our fine group of Tigers at San Francisco. Almost to a man, San Francisco operations and sales personnel have recently pledged their eyes to the Dawn Society, permitting the transplanting of their eye corneas upon death so that a blind person may see.

Many blind persons have regained their sight through the medium of a cornea transplant operation. Although all types of blindness cannot be corrected by this method, there are an estimated 200,000 blind persons in the United States who could be helped by such an operation. The one very serious drawback to the full use of the surgical knowledge and skill in this field is the lack of corneas that could be grafted into the eyes of living blind persons.

The Dawn Society is a non-profit, non-sectarian and non-political organization which acts as an intermediary between persons who wish to donate their eyes to the blind, and the blind who need the material. The donor merely fills out a pledge card, giving the Dawn Society authority to have the eyes removed after death. A card of identification is issued, which should be carried on the person at all times. This card gives permission to a physician to remove the eyes after that person's death, without any further authority and without fear of any legal technicalities. Blind persons can avail themselves of the services of this organization by making written application and showing, by a doctor's examination, that they are in a position to profit by a cornea transplant operation. There is no fee or charge of any kind.

San Francisco Tigers who now carry membership identification cards are Ernie Kruttschnitt, Chuck Greene, Corky Cornelison, Warren Maloney, Ed Souder, Chuck Decker, George Vanderhave, Richard Spiney, Sam Comfort and Don Porter. Lucile Gourley, who has participated in more than one worthwhile venture, has been a member of the Dawn Society of San Francisco for ten years. Hats off to a wonderful bunch of people!



WHAT FTL EXECUTIVE with the initials "F. B." is currently engaged in subversive subsidiary activities??? (In case there's a doubt in your mind about the status of the individuals peering out of the window in the above picture, the neckbones are still connected with the backbones—but for how long?)

## News Scoops Show Inspectors Glad EWR Buzzing Along 940 Is Completed

By Jill McCormick

By E. J. Abraham

The EWR station is humming right along these days. Seemed like old times departing 940 to Europe on Mar. 30.

Walt Wilkinson is taking care of the future for the Inspection department with the birth of 6½ lb. boy, Bruce Richard.

Robert Ulanoff of Maintenance went from the idiotic to the sublime. He traded off his MG for a cream-colored Jaguar. I think it should be named "sex-mobile."

Pete Healy and Rick Rose of Operations really have to put in a day's work now. Their hard-working cohort, Bob Miklos, has gone to Gander to help make our three European flites run smoothly.

Sorry, bad news to report. EWR is losing Caryl Lanzillo, the gal who really knew how to untangle those bills.

Another eligible bachelor goes off the list. EWR's fair-haired Captain Howard Amrhein will walk the last mile this month. To him and his bride, a happy and prosperous future.

Back on the Tiger roll is E. W. Loane, better known as Bus. He has finished his two years' tour of duty with the Air Force and as soon as properly refreshed, will be among the EWR captains.

Wallflowers usually have poor stems.

'Tis said, parting is such sweet sorrow. But not so for the mod inspectors. With the departure of 940, all hands breathed a sigh of relief. This aircraft overhaul is believed to have been one of the toughest ever encountered by our overhaul men. The little gem had 2507 non-routine items on it which is a new record. The overhaul inspectors wish to extend their heartfelt thanks to the mechanics who fought, bled and died a thousand deaths in completing this monster.

Chief Inspector Paul Grace has returned from his look-see trip over the air lift route. He noted many things of interest and got several good ideas for the improvement of our maintenance and inspection. It is believed that the ole mahatma spent several days in HNL. He was wearing a nice tan when he returned.

Joe Gaudino is our new inspector who came up from the line to fill the vacancy left by George Maruyama. George, in turn, filled the vacancy left by the late Ed Taesch.

A new records clerk. Colleen Salisbury, comes to us from Great Lakes Airlines.

Jack Dupree, lead inspector, left for Geneva to recover his MG. Jack hopes to bring it back for a permanent stay stateside.

Abe Abraham and Walt Loeffler will represent the inspection department in the South Pacific States Hi Power Rifle Shoot to be held in San Diego.

## The Hangar Line

By Paul Hawkins

The newest member of our Tiger family: Her name is Mary Kay Soltwedel, arrived Mar. 22, weight 8 lbs. 15 oz. Her father is Arthur Soltwedel, flight line mechanic, otherwise known as "Salty". The pilot was that well known character "El Stork" (Her mother was on hand to greet her too.) Mother and daughter are just fine, thank you.

A mechanics hand book, number 322, has been lost. Most all of the mechanics have one in their possession now. It is entirely possible that someone may have two, his own and the lost book, number 322, not actually realizing that he does have two. Will you therefore look at the serial number of the book or books that you now have and see if by any chance you might have number 322 in your possession. Please—kindly drop it in the lost and found tool box outside John Dewey's office in the new hangar. If not found it will set the loser back five bucks.

Our super deluxe plush job, number 940, the C-54, was put in service Mar. 25. It was in our shops 45 days going through an extensive overhaul and tank seal job. It is beyond a doubt the best-looking job turned out by our shops to date. It has a capacity of 75 passengers and will be used in CAM and overseas duty.

The special galley was done in Formica, also the Pullman type toilets and cabinets. Something new was added in the way of many cabinets to hold equipment, and also life raft bins. The special chrome hardware gave it all a look of a professional job. Durarug was used for floor covering with maroon colored curtains.

There were over 14,000 feet of electric wire installed at this time, assuring for a long time to come trouble-free operation of electrical equipment. Standard instruments and radio equipment were installed except for special grounded antenna. The modification crews have demonstrated that with properly designed plans they can turn out a job that will compare with the best of them.

Our congratulations to Lee O'Wright of Material Control who marched to the strains of "I Love You Truly" with Marion Goss on Apr. 3.

It's easy to spot a person with a lot of personality—he always reminds you so much of you.



"STRONG TAILWIND, ALL THE WAY!"

## LAX Sales Again Hosts at Fights

By Jack DeBar Smith

Through the ropes, on to the canvas, a short swing with long arms—and back on the canvas. After seeing the results of a few KO's at the fights recently, the LAX salesmen and their guests went back to their respective roles in traffic and industry glad that theirs is a less violent life.

The main contenders for the prizes that night were Bobby Why and Carlos Chavez. Although Chavez is 31 and the older of the two fighters, his short, jabbing, powerful punches were the deciding factor in awarding to him the TKO for the bout. Bobby Why had plenty of stamina and was game to the last, but the "old master" Chavez took the ten rounds by almost unanimous decision.

The liveliest fight was the semi-main event featuring Armando Cotero vs. Spencer Coleman. Cotero and his fast-whipping, almost explosive punches put Mr. Coleman away in the fifth round accompanied by howls of glee, cat-calls, boos and whistles. Armando Cotero sailed into his opponent like the Los Angeles Sales Force sails into competition.

About 277 employees and sales' customers attended the bouts. By the volume of yells, applause and

## THAT LIAR!

The Broadway character was walking on a farm road upstate when a horse spoke to him from behind a tree. "Hello, remember me? I won the Kentucky Derby two years ago."

A talking horse, exclaimed the man. Rushing to the horse's owner, he asked the sale price.

"That darned horse is no good but if you want him you can have him for \$20," said the farmer. "Twenty? I'll give you \$2000," the man retorted.

The farmer said, "Say, has that old haybag been giving you that baloney about winning the Kentucky Derby? I happen to know he came in last!"

grins, one would be safe in saying the evening was a success. Many of FTL's largest bill payers (accounts, that is) lauded the affair by calling in their thanks to the Sales Department the following days of the week. After the bouts were over, the salesmen herded some of their respective accounts into various establishments noteworthy for food and drink and wound up the evening with camaraderie.

If you'll be around on May 12, the Tiger salesmen will hold another flamboyant round-up for customers and if past indications are correct, it will be a lulu. We'll keep you posted.

## Spilling the Beans

FROM BOSTON

By Claire Gillis

"Maggie" MacKay can be seen around Braintree thoroughfares sporting her new maroon Ford—funny how the streets clear off when the Ford emerges from the driveway!

"Mac" and Clara McCarthy have been blessed with a new baby girl, named Kathleen, just what they ordered, as they already have two sons, Michael and Charles.

Also in the Stork Department: Al Farr and wife "Rusty" are expecting a visit from the old bird in September.

Claire Gillis and better half are now owners of a new ranch house in Woburn. Hip boots are a must if you plan a visit . . . life in the country and plenty of mud!

Hal "Barrister" Thurston is taking a course in the legal aspects of commercial aviation.

John "Lover Boy" Hatch (PVD) just returned from his vacation in New Orleans. The girls down there were forewarned of his arrival! Now they're on their vacations!

The man who remembers what he was taught at his mother's knee was probably bent over it at the time.

# Seniority, XX, and Salary

By Virginia Lindstrom

The newly-organized Flying Tiger Club, a social and philanthropic group, organized by the wives of the flight crews of The Flying Tiger Line, held their monthly meeting at the home of Mrs. J. M. Dalby, on Mar. 26. Mrs. Agatha Burson, a prominent Los Angeles club woman, addressed the group.

Officers of the Club are as follows: Mrs. W. L. Franklin, President; Mrs. A. J. Machado, Vice President; Mrs. T. C. Haywood, Treasurer; Mrs. G. R. Donahoe, Recording Secretary, and Mrs. G. A. Edge, Corresponding Secretary.

Charter members are Mmes. R. S. Allen, W. Bair, G. A. Bock, M. E. Canaday, R. B. Carpenter, J. Costello, J. M. Dalby, G. R. Donahoe, H. G. Donnelly, G. A. Edge, A. L. Flanigan, W. L. Franklin, T. T. Garton, T. C. Haywood, C. W. Hicks, W. M. Hicks, W. M. Korth, J. E. Long, A. J. Machado, R. H. Martin, L. McDonough, J. F. Morris, R. N. Neff, A. D. Perreault, E. D. Reed, G. L. Shelton, M. A. Starr, G. K. Taylor, and H. J. Wall.

A meeting was held on Monday, Apr. 13, at the Candlelite Inn in Glendale. The wives of all flight crew members are eligible to belong to this club and anyone interested in being a member should contact Mrs. G. A. Edge at DI 3-1435.

A suggestion comes in from EWR that a Pin-Up contest be held. First in line is the photo of Phyllis Petrelis (Secretary to Bob Souers at EWR). They sug-



gest that similar pictures be submitted and a contest be held having the male members of the Company do the voting. Jill McCormick forwards this from EWR, I

forward it to you. Comments and suggestions or ideas welcomed.

Lou and Mrs. LeClere are among the new Southern Californians.

Welcome to Virginia Shane at Salt Lake City, Art Seymour's new secretary. She was formerly secretary to the Chief Pilot of another airline there and does not need to be checked out, fellas.

**HANDSOMEST PILOT OF THE MONTH: GENE TAYLOR.** The girls say—"Rufffff!" It's probably just as well that he appears in the office so seldom.

The H. J. Walls bought a new home on Nordhoff Ave., in Northridge, and expect to move in within the next 30 days. We all expect a housewarming, too.



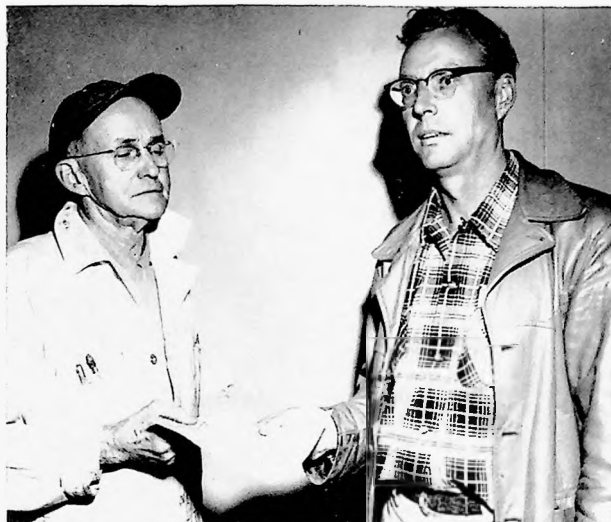
This photo is a little confusing—it is entitled "Dead-heading to Newark." Tom Mitchell and, I believe, Jim Bledsoe with the eyes.

Capt. and Mrs. Frank Jackson have a new baby girl. Congratulations!

W. R. Dinsdale and Miss Terry Hannan, former FTL stewardess, were married recently.

**MEMO TO ED LOWE:** May we suggest a new space suit? Have a good used one for sale—quite reasonable. The one you are wearing will be just the thing for digging the "seniority defense" trenches around the hangar.

How about some SLC and some CHI news? Merlyn Law and Lois Conaty have fallen down on the cotton-pickin' job.



**FIRST DEPARTMENT AWARD FOR 1953—Fred Lytle, left, receives congratulations and suggestion award check for \$20 from Supervisor Gus Farnstrom.** Fred's idea concerns a frame or rack for easier dispersal of materials such as linoleum, felt, and other material. Both look somewhat camera-shy!

## THE SECURITY OFFICER—WHAT HE DOES

The security officer is a symbol of protection for our airline and installations. He is the key to the protection of our plant. It is his responsibility to protect our airline and plant boundaries and to protect employees and others on the property.

The job for which he is trained is an important one. He is charged with the enforcement of the law insofar as company and employee interests are concerned. He must enforce safety regulations, rules of conduct, and company airline and plant policies and procedures.

Today, the airline and plant security officer is in constant danger from subversive activities. Espionage agents seek information which will help any potential enemies. The saboteur seeks to tie up or stop our productive capacity. Together, the saboteur and spy could become one of the most effective weapons that could be used against us.

The airline and plant security officer must be on the alert to prevent espionage and acts of sabotage. He must be wide awake to prevent fire and carelessness. He must guard against pilferage and waste.

Day and night, workdays and holidays, he is never free of his responsibilities. He knows that constant vigilance is the price of security.

The security officer depends on you to help him carry out his mission. He needs your cooperation to maintain effective airline and plant security. If you fail to do your part through indifference or neglect, you may be contributing to the success of a saboteur or foreign agent.

Your best protection against an enemy is common sense. Use good judgment. Be calm. Report to your Director of Security any suspicious act or person.

Airline and plant protection rules are made to protect you and the plant. They protect your job—and your life. Be a good American. Be alert.

Cooperate with your security guard force.

# Tokyo Airlift Story Told

UU 1 BUR INTRN OPS 0227  
ATT KUPFER  
940 ETO BUR FOR SUU 1100 PST ACFT REL AND WAITING  
END STORY BUR INTRN OPS @ 800 PST

THIS SUU ROBINSON ACK ABU MSG WILL WAIT UR DEP  
MSG . . . OUT SUU.

This terse teletype message summarizes the beginning of a flight administered by our International Operations Department and freely translated means: "SUU (Radio call letters for Travis Air Force Base at Suisun, Calif., kick-off point for Operation Tokyo Airlift); message number one from Burbank International Operations, Feb. 27, Attention Kupfer (FTL Station Manager at Travis); Aircraft DC-4 number 940 estimated time of departure from Burbank for Travis Air Force Base 11 a.m. Pacific Standard Time; Aircraft released from maintenance and waiting; end of message, signed Burbank International Operations, 8 a.m. Pacific Standard Time."

There is a short silence and then comes the acknowledgement: "This is Travis Station Agent Robinson speaking, acknowledging above message and will await your departure message; Travis signing off."

Under Al Jansen's competent direction, International Operations executes the movement of military personnel, mail, and supplies for the Korean War effort under U.S. Government Sub-contract No. AF 33(038)14682. Teletype facilities link our stations across the Pacific at Travis, Honolulu, Wake and Tokyo in addition to Burbank so that we can determine the exact status of every airplane and crew member on the "lift."

Following the preliminary teletype messages the Burbank Agent phones and "final-alerts" the crew members who were set up by the General Traffic Office for the flight. He then prepares the necessary paper work, starting with duplicate copies of the flight clearance, listing working crew members and deadheading crew members who will fly the aircraft from Travis to Honolulu; he then fills out the weight and balance form which indicates that the aircraft is properly balanced for flight. The co-pilot shortly afterward enters the operations office and signs in on the final alert sheet and receives his flight clearance and weight and balance form from the Agent.

One by one the remaining crew

members arrive, and when all necessary paper work is complete and all baggage stowed aboard, the Agent directs the crew to board the airplane. As the airplane rolls forward the Agent notes the time, which is recorded as "block time." As the tower announces the airplane clear for takeoff, the Agent notes the exact departure time teletyping to Travis all particulars of the flight.

Approximately two hours later the airplane rolls up on the ramp in front of the passenger terminal at Travis and is met by our International Station Agent and maintenance men. While the airplane is fueled and serviced the Agent climbs aboard, picking up the Company Pouch and ship's papers. Having given advance notice of the flight to all military departments affected and receiving all necessary documents, the Agent now directs the loading of the plane with passengers, cargo, or mail. After determining that all are aboard for the first leg of the trip across the Pacific, he sends all details of the flight via dispatch to Honolulu, the first stop-over. Here, and at Wake, the Agent's duties are substantially the same as at Travis where additional flight reports are completed and new crews take over operation of the airplane at each base.

At Tokyo the airplane is again met by our local Station Agent who directs the disembarking and makes up a summary report of the flight culminating a 40-hour trip half way around the world. After a turn-around maintenance check is made on the airplane and it is refueled, the homeward trip begins, again administered by our International Operation's representatives.

In addition, it is the Agent's duty to find solutions to every imaginable and unimaginable problem that frequently arises in the world's largest airlift operation ever staged. International Operations Department rates a salute for successfully maintaining the high standards established by the Company and required by the U.S. Government for its contribution in transporting millions of ton miles since the Korean outbreak.



**RAY RYAN**, newly-assigned combination BUR International and Domestic Station Manager, checks on a Tokyo flight. His background includes service with the Army Air Corps, plus an extensive background in airline operation. Ray has worked as station agent and station manager for Chicago and Southern and Cal Eastern respectively before joining The Flying Tiger Line in the summer of 1948. Hired as station-sales manager in St. Louis in December, 1949, he transferred to BUR as station manager, which duties he has been carrying out since.

## CLASSIFIEDS

**FREE TO ALL FTL EMPLOYEES**  
BUY OR SELL — SWAP OR TRADE Household Goods, For Rent & To Rent, Automobiles, Transportation Exchange, Real Estate, Lost and Found, Pets, Give Aways, Machinery.

Mail your ads to Lillian Colman, Rm. 210, FTL General Office Building. All ads must be submitted no later than the first day of each month and will not be renewed unless requested.

### AUTOMOBILES FOR SALE

'51 Chev. Convlt., chartreuse, blk. top, power glide, new tires, all extras, red leather upholstery, radio & heater, 23,000 mi. Rex Bartlett, Ext. 279.

'51 CAD. convt., ivory finish, blk. top, 21,000 mi. Price attractive only to buyer looking for car which has rec'd finest care, spotless cond., never damaged. Len Kimball, Ext. 292 or Olympia 0243.

'50 STUDE. Champ. convrt., NW top, WW tires, radio & heater, overdrive, \$1350. Terms, J. A. Merlo, Dom. Operations or AN 9-1061.

'39 STUDE. Coupe, \$75. Grace Johnson, Ext. 238.

### AUTOMOBILES WANTED

'48 CHEV. sedan in good cond. Jack Coveney, Ext. 268.

### HOUSEHOLD FOR SALE

GAS RANGE, West-Holly, double oven, glass windows, time clock & griddle. Like new. Cost \$365 new, will sell for \$225. STate 9-4635, 6 p.m.

### FOR RENT

FOR BUSINESS GAL. Bedroom, sep. cnt., share bath and kitchen with old-fashioned woman in Studio City. \$10 wkly. Garage \$5 monthly. Spacious and pleasant. Mrs. Weinantz, PO 6-2598.

### MISCELLANEOUS FOR SALE

TWIN AIR HORNS complete with tank. Sounds like loud truck horn. \$25. Jack Coveney, Ext. 268.

ELEC. MOTORS, 1 & 3 phases, new or used. Bargain prices. Paul Hawkins, Flight Line Elect.

CHINCHILLAS. Geo. Smith, 15343 La Maida, Sherman Oaks, ST 9-4970.

## THESE TAXES!

A Dubuque, Iowa, girl wrote Republican State Rep. John Walker that she doesn't like all the taxes she has to pay.

"What with the taxes on whiskey, beer, and cigarettes, a decent girl is at a loss to find a wholesome pastime she can afford," she wrote.

Leave too much to chance and you won't have a chance.

## HELP WANTED—MALE

FTL now hiring acct. mechs. in radio, hydraulics, electrical, airframe, instrument. Apply personnel Dept., 8:30 to 5. Immediate employment.

## UNCLASSIFIED

CHI. STA. desires traveling chess player. Any crew member interested in playing rotation chess "en route" pls. contact Walt Cashau, Chi. sta. agent thru TigerReview, by co. pouch or in person when in Chi.

WANTED—One cute blond (or brunette) 5 ft. 3 in., attractive figure, pleasing personality, lots of money. Object . . . fun! Box 30, Message Center.

## SAVINGS FOR TIGERS

EARL N. NICHOLS—Roy can save U money on all name brands appliances and furniture, incl. warranties & service. Many Tiger employees inv. used this serv. Savings greater than on discount cards. Forst 8-5765. If Earl is not home iv. a message with his wife. He works swing in April and days in May.

## WANTED

AUTHORS of accepted suggestions nos. 101, 681 and 733. A total of \$50 is waiting to be claimed. Present suggestion stubs to Dick Hoyt, Suggestion Chairman, Personnel Dept., to claim award.



**SODA WAITS** on fender of master Chuck Decker's truck in SFO, with Chuck, left, Sam, and behind them Joe making devil's horns—a happy-go-lucky trio who have proved good FTL salesmen on their daily PU&D's. —Photo by Gurley

## SPORT TRAILS

By Bill Hodson

Three members of the FTL Rifle Club attended the La Brea Rifle Club small bore shoot in Hollywood and met up with some real sharp shooters. However, our boys did very well. Don't think anyone won any cups, but there was good shooting as well as a whale of a lot of fun. Scores were as follows:

"Doc" Powell, 706 —possible 800

Walt Loeffler, 626 —possible 800

Jim Nickless, 606 —possible 800

Our club made some good contacts down there and the following clubs have challenged us to a shoot in the near future: AirResearch, Lockheed, and P. A. C. (Let's beat P. A. C. this time!)

McGarraugh, Nickless, Abraham, and Loeffler are planning on attending the High Power match at San Diego to be held soon. They are taking off and paying their own way down, so let's wish

them lots of luck.

The Rifle Club insignia "patches" are on order and should be delivered shortly. See "Doc" or Bill and get your patch. They are only \$3 each and really look nice.

**We're anxious to get as many club members as possible up to the range and if you don't like to come alone and shoot, just come up and meet the boys.**

Have all FTL Rifle Club members written your State Senators and Assemblymen in regards to unfavorable bills being proposed as California law? You have all heard of the infamous Sullivan Law of New York requiring everyone to have a license to own a gun, and even worse laws than this are being introduced. Protect your firearms and the Bill of Rights. Write your legislators. For complete details see Bill Hodson or the Gun Club bulletin board.

Keep your powder dry!

Nobody cares how bad your English is if your Scotch is good.

## JOE, CHUCK, AND SAM

— or —  
The SFO Trio with Scoop on FTL-SLICK Merger

By Lucile D. Gourley

FTL/SFO got a lucky break in the fall of 1951. The station was just a shed then, and with every California rain, a foot of water flowed across the floor. Everybody wore boots. Into this picture waded three native sons—Sam Comfort, Chuck Decker, and Joe Ramirez. For FTL they've proved good business ever since.

Professionally, these three are truck drivers, with a combined total of 62 years of driving among them. Eut along the way they have become, as well, popular agents of good will for FTL, winning many friends among shippers in their area.

Bob Woodworth, in his FTL Sales Outlook of February this year, made special note of their proving good salesmen and quoted a Berkeley concern as saying "If all truck drivers were as pleasant and courteous to deal with as FTL's Messrs. Comfort, Decker and Ramirez, it would indeed be a pleasure to do business with transportation companies." Their record was also highly praised by Bob Rawlinson during his recent Field Training stop in SFO.

Last to take these compliments seriously, however, would be the trio itself. Each of the three seems to have been born with the spirit of a clown. When they were dish-ed up to this world, some one seems to have turned them over once lightly and sprinkled them generously with the rare spices of Orseplayhay and Irthmay. Chuck was once a commercial artist . . . Joe is mad for 35 mm color movies of his kids; and Sam slides a mean trombone with the Coast Guard Band. But early morning every day brings these three characters together—with Decker's dog "Soda" as mascot—ready to load their trucks and wheel them away to OAK, SFO and the Peninsula. Conscientious to the hilt, they somehow manage to make it all look like a big joke—their special business of PU&D.

Late afternoon reunites them and puts them in session: hot stories of the day, each one out-doing the last one's big experience, fisherman style. The most harrowing operation, demanding patience and leg work, is usually SF's waterfront: Joe, Chuck and Sam have International Gateway problems no inland Tiger can appreciate.

Sometimes it takes more than

cooperation and tact, too: it takes men of strong will. Imagine Joe's recent temptation to drive out on Golden Gate Bridge and pitch into the Pacific a certain carton he knew was full of Parking Citation Tickets from IBM to SF's empty-handed Police Dept. Instead, man of steel, he delivered them on the double. Chuck followed suit flawlessly with a second shipment a week later. Opportunity knocked twice . . .

It was at one of these sessions that the inside story of the FTL-Slick merger first came to light.

"It's simple," says Joe. "Yeah," says Sam, "we always have to go next door to Slick, see, to borrow their Johnson bar, so to get a real hold on that Johnson bar to handle our freight, we just had to consolidate with them."

"That's right," says Joe. "There was nothing else to do."

"Nothing to it," says Sam.

Chuck looks up from scratching Soda's ear, and they all laugh.

That's their story and they're sticking to it.

## CUSTOMER QUIPS

By Jack DeBar Smith

While making his routine solicitations in Customer Service an intellectual clash of verbosity reached an apex of charm. Result—the following:

A live-wire outfit was contacted and the voice answering the phone said, "Yeah. Hit's your dime. Hah, hah!"

Salesman: "This is The Flying Tiger Line calling. May I speak to your Purchasing Agent or your Traffic Manager?"

Voice: "We don't have them. Who is this?"

Salesman: "This is The Flying Tiger Line calling."

Silence. Then the voice. "What college?"

## Tall Tale From Tokyo

There's a real "hero" in the Tiger family these days. Bill Curran of the Tokyo Maintenance Crew was riding in a taxicab accompanied by a beautiful companion when a slight mishap caused the cab to turn over and break into flames. Our Bill fought his way out of the blazing inferno with his beautiful companion in his arms. Oh, to be in Tokyo in a burning cab with brave man Bill Curran!