

CAB Tells Reasons For Its Approval Of FTL-Slick Plan

In an official release dated Jan. 7, 1954, the Civil Aeronautics Board announced its approval of the merger of The Flying Tiger Line and Slick Airways. The announcement came 9 months and 12 days after the merger proposal was made public on Mar. 26, 1953.

The Board said the proposed combination is consistent with the public interest and will not result in a monopoly or restrain competition or jeopardize other air carriers.

Under the merger agreement, Slick's stockholders would exchange their shares for Flying Tiger stock. The new line will be known as Flying Tiger-Slick Airlines. Latest available figures, the CAB said, indicate the merged fleet will total four DC-6A's, 11 DC-4's and 45 C-46's.

Actual transfer of Slick's certificate to Flying Tiger, the Board noted, will not take place until the two lines work out labor protective agreements.

In approving the merger, the Board pointed out that the temporary certificates of both lines expire in August. The Board added that in okaying the combination it had not considered the question of whether the applicants' licenses are likely to be renewed.

"Our present decision," the Board said, "will in no way prevent us from renewing, modifying, or not renewing these certificates when they come before us."

The decision was unanimous among the five Board members.

Tiger employees will recall that on June 9, 1953, an organization program under which the merged operations would be managed was announced. The following management appointments were proposed.

President: Robert W. Prescott (now president of FTL).

Executive Vice-President: Thomas L. Grace (now president of SA).

Vice-President, Treasurer: Fred Benninger (now secretary-treasurer of FTL).

Vice-President, Eastern Division: William E. Hollan (now vice-president traffic and sales of SA) with offices in New York and reporting to the president.

Management Committee: Prescott, Grace, Benninger, Hollan.

Vice-President, Transportation: William E. Bartling (now vice-president operations of FTL).



Volume 8

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Number 7



TOP MANAGEMENT VIES FOR TOP (dis)HONORS! Hilarious highlight of the FTL BUR Christmas Party, held Dec. 22 at Hollywood Palladium, was a contest among the Tigers' fun-loving executives. From left to right: Vice President of Sales, George Cussen, looks like the cat who swallowed the canary as he laboriously munches on a banana, peel and all. (George says the canary would have tasted better.) Next in line, skillfully maneuvering into an oversized union suit, is President Bob

Prescott, who was the incontestable winner in spite of the fact that he failed to batten down the rear hatch. After a losing battle with an extremely gooey cream pie, Bill Bartling, Vice President of Traffic, says that from now on he's strictly a "meat and potatoes" man. Secretary-Treasurer Fred Benninger got off to a slow start as he executed some quick mental calculations on the most logical method of "getting to the bottom of things." We'll wager that 1954 finds Fred off the bottle for good.

Assistant Vice-President, Transportation: Edward L. Morgan (now western division traffic manager, SA).

Vice-President, Sales: George T. Cussen (now same position FTL).

Assistant to Vice-President, Sales: John E. Higgins (now Los Angeles sales manager, SA).

Vice-President, Engineering and Maintenance: H. P. Huff (now vice-president operations and maintenance, SA).

Superintendent of Maintenance: Al Goldberg (now same position, FTL).

Vice-President, Secretary: Jo-

seph Grant (now vice-president, secretary-treasurer, SA).

Director of Personnel: Arthur Meyer (now same position, FTL).

Vice-President and Assistant to President: Lewis C. Burwell, Jr. (now same position, FTL).

Director of Ground Operations: Frank Lynott (now eastern division manager sales and traffic, SA).

Assistant Director of Ground Operations: Milton Montgomery (now director of ground operations, FTL).

General Auditor: H. Angemeir (now comptroller, SA).

17 Tigers Celebrate Fifth Anniversaries

The list of employees who have been with the Company five years or longer continues to grow as 17 Tigers received five-year pins in December.

They are Richard Stuelke, Jerry Hirsch, Harold Singleton, Marion Howell, George Gross, Maurice Costa, Bill Korth, Elliott Loomis, and Hugh Jackson, all based at BUR; Harold Ramsden (SAN), Garland Haworth and Robert Souers (SFO), Joe Healy and Raymond Korty (EWR), Hal Bauer (SUU), Robert McGee (CHI), and Pete Healy (BUF).



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Contributions from all employees welcomed.

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Holiday Parties Highlight SFO

By Bill Clark

The holiday season started in the SFO station with an Open House for all of the FTL personnel in SFO and OAK, given by Dale Bowring and Bill Clark of Operations and Chuck Towle of Customer Service, who have a house in San Mateo. About 60 people attended and everyone had a fine time. The only unfortunate part about the party, according to Roy Haworth, was that he and the better half didn't get there soon enough.

Art Breyfogle, SFO Sales Manager and his wife were hosts Sunday, Dec. 27, at an Open House for the Sales department at their home, high atop the hills overlooking San Francisco Bay.

The SFO Tiger holiday party was held Jan. 9 at Bowring's, Clark's and Towle's house. More on this next issue.

Members of the Sales department came in recently on Saturday (without getting paid for it) and proceeding to paint their offices a shade of light blue-green. Art Breyfogle and Chuck Towle ended up doing most of the painting, which included plenty on themselves.

New personnel in Operations include Tony Morin, day cargo handler, just returned from a stint in the USMC, and Bill Clark, day dispatcher, who came out from Denver after working for FTL there.

One of our truck drivers, Chuck Deckers, has a very lively helper on his daily runs. His boxer dog, Soda, rides co-pilot in his truck. The only trouble that comes is when Chuck doesn't signal for a turn and Soda picks herself up off the floor. She is, however,

Muted Musings

To me the most aggravating thing about the hell-bent younger generation is that I no longer belong.

A man is incomplete until he's married — then he's really finished ... for good!

A man may be a good mathematician and still be fooled by HER figure — even if he adds to it.

Some people think they are big shots just because they frequently explode.

Bridegroom: A wolf who paid dearly for a whistle.

Invoice: The only voice father gets at home.

The trouble with so many who approach a school zone is they are still too young to drive.

training Chuck to watch that stuff.

The Flying Saucer which we keep in our warehouse causes quite a bit of curiosity when it is displayed around Northern California. The latest event was when it was placed in Union Square in San Francisco at six o'clock in the morning with two midgets in space helmets. People were more than surprised to see this on their way to work. Ernie Kruttschnitt, captain of the saucer, is likely to turn up almost anywhere with it, from a fashion show to a morticians' convention.

If anyone knows of an old car that needs to be sold, traded, or otherwise got rid of, you can TWX Roy Haworth and he will talk business. Roy is going to have to get a used car license if he keeps trading cars as often as he has been lately. The only car that he won't accept is Warren Maloney's 1935 Plymouth. Even Roy won't buy that one!

Signed — The Smogless San Francisco Station.

Facts About Printing:

Counterfeiting Begins in 1068 - Dogs Furnish Power for Cylinder Press in 1900

Jan. 17-23 is International Printing Week, coinciding with the birthday of Benjamin Franklin, patron of the graphic arts industries. Because printing, more than any other single business, is with us every hour of every day, from childhood to old age, we thought you might like to learn some little-known facts covering the history, philosophy and current statistics on the graphic arts industries.

IF BEN FRANKLIN undertook to print the average big Sunday newspaper with his original hand press it would take him 166 years, working 10 hours a day, six days a week.

THE LETTER "A" in the original (Phoenician) alphabet was the head of an ox. The Greeks simplified it and later inverted it.

PAPYRUS WAS DISCOVERED by the Egyptians, and later used by the Greeks and Romans. Paper was perfected by Ts'ai Lun, inspector of public works for the Chinese Emperor in 105 AD. In India, books were made of palm leaves. Semitic races inscribed records in books made of skin. Around 100 AD wrapping paper used by Cairo merchants was being made from mummy wrappings stolen by Arabs from the Egyptian pyramids.

THE OLDEST KNOWN PRINTED BOOK, the Diamond Sutra, was printed on May 11, 868 AD, by Wang Chieh to honor his parents. It took Romans only a single day to produce entire book editions. Within 10 hours books were dictated, hand written, revised, corrected, rolled up, bound and titled. Books passed from scroll to paged form around 900 AD and in 949 the earliest known specimen of a book with one edge pasted in the modern manner appeared.

THE FIRST PRINTED MONEY was made in the Chinese province of Szechuen about 950 AD. It took only about 100 years for the first counterfeiter to start operations, about 1068, in China.

FIRST WRITTEN RECORD of the existence of a printer in Europe was in a court record. Gutenberg was sued by the goldsmith John Fust for money advanced and not repaid in 1440. In 1474 a calendar was printed which Columbus used in predicting the eclipse of the moon on Feb. 29, 1504, in Puerto Rico. This so impressed the natives that they spared the lives of Columbus and his men and allowed them to depart safely.

FIRST ORGANIZED PRINTERS' STRIKE was held at Lyons, France, in 1539. The chief complaint was that working hours extended from 2 a.m. till 9 p.m. They settled for new, easier hours of 5 a.m. to 8 p.m.

DURING THE REIGN OF ELIZABETH I, an English printer, William Carter, was hanged, drawn and quartered for failing to register his books with the government as prescribed by law. In 1631, Barker and Lucas printed the so-called "wicked bible," which derived its name from a typographical error in which the word "not" was left out of the 7th Commandment. They were fined the equivalent of \$12,000.

AS LATE AS 1900 the cylinder press of a Belgian printer was powered by a large dog walking treadmill in a huge wheel on the outside of the shop.

EVERYWHERE YOU LOOK you see printing. Your morning paper, the labels on the cans in the market, bus transfers, football tickets, those awful Mar. 15 tax returns, cocktail napkins, church bulletins, great national magazines, school newspapers, political circulars, billboards, radio newscasts, directions on the inside of TV sets ... and even the TigerReview!

"Gosh, I'm bored," yawned the printer at home. "Why don't you settle down and read something?" his wife asked. "I'd like to, but there's nothing around the house but some old next month's magazines."

Tiger Poll *By Lillian Colman*

QUESTION: What resolution have you made for the new year and do you intend to keep it?

Nellie Roch, Secretary
Claims Department

I have resolved to teach my husband how to cook. I get sick and tired of doing all the work. But since he is a typical husband, I feel it is a lost cause even before I begin. Nevertheless, I will put my full efforts into the cause.



Sadie Elliott, Section Head
Treasury Department

I am going to make a resolution never to make a resolution. Why be a hypocrite . . . no one ever keeps them. If you are imbued with the spirit on New Year's Eve, you can be sure by Mar. 15 it has worn off.



Alice Griffith, Message Center

This year I resolve to find a dark handsome man with a lot of money . . . one who has a blue Cadillac, will buy me a mink coat and a big house with a swimming pool, and serve me breakfast in bed. On second thought I guess I don't really care what he looks like, just as long as he has a lot of money.



Mary Glamuzine, Personnel

I resolve to be a man-hater. Men are deceitful, no-good so-and-so's. They say all kinds of sweet nothings, build it up to something, and then disappear. I've been told there are exceptions, but I don't think the exception has been born yet . . . and if he has, he is too young anyway.



Eve Granville, Clerk.
Accounts Payable

I resolve not to open my Christmas presents before Christmas. I have a habit of always opening all gifts as they arrive. I celebrate Christmas almost every day for two weeks before Christmas actually arrives and get razzed by all my friends. My husband wants to open his, too, but I don't let him.



Marion Vaughn, Secretary
Sales Department

I have resolved many things, but one in particular I hope to keep. That is to have my husband wash fewer dishes this year. He can do them every other night instead of every night.



Jim Aldridge, Message Center

I'll try hard to pretend that women drivers really have a right to be driving. Another accident with one of them this year will give me three in three years. Then I'll put my car on the auction block, I guess.



Bud Parker, Revenue Auditing

I never make resolutions, as I'm sure I'd be unable to keep them due to the chemical make-up of my nature. So I rest on the fact that I'm a typical red-blooded citizen and husband, without any faults at all. Therefore, what resolution could I make! Just because the rest of the world is out of step doesn't mean that I am. Just ask my wife. But if you do, I will take an extended tour around the world via FTL.



THE ART OF GETTING ALONG

Sooner or later, a man, if he is wise, discovers that business life is a mixture of good days and bad, victory and defeat, give and take.

He learns that it doesn't pay to be a sensitive soul—that he should let some things go over his head like water off a duck's back.

He learns that he who loses his temper usually loses.

He learns that all men have burnt toast for breakfast now and then, and that he shouldn't take the other fellow's grouch too seriously.

He learns that carrying a chip on his shoulder is the easiest way to get into a fight.

He learns that the quickest way to become unpopular is to carry tales and gossip about others.

He learns that most of the other fellows are as ambitious as he is, that they have brains that are as good or better than his, and

hard work and not cleverness is the secret of success.

He learns that buck-passing always turns out to be a boom-erang and that it never pays.

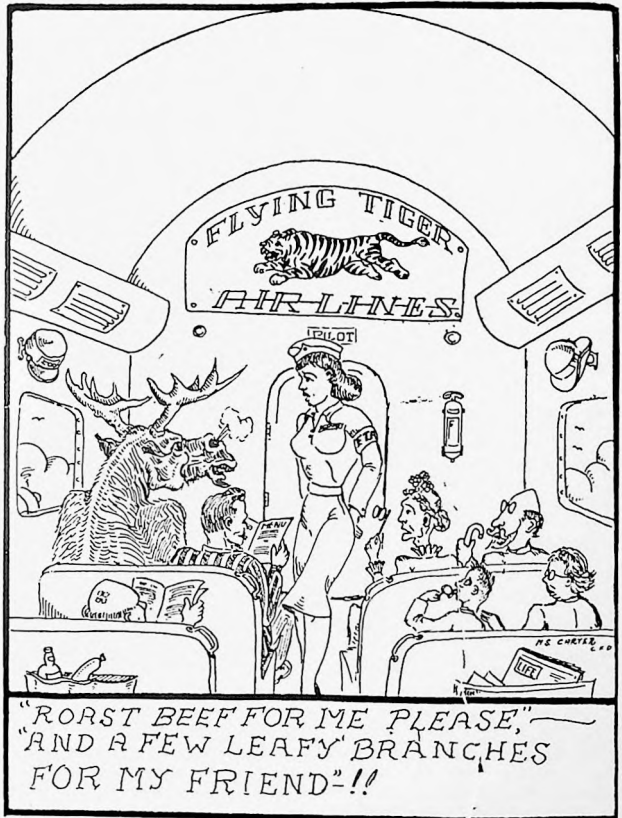
He comes to realize that the business could run along perfectly well without him.

He learns that it doesn't do any harm to smile and say "Good morning", even if it is raining.

He learns that it doesn't matter so much who gets the credit so long as the business shows a profit.

He learns to sympathize with the younger man coming into the business, because he remembers how bewildered he was when he first started out.

He learns that the gang is not any harder to get along with in one place than another and that "getting along" depends about 98 per cent on his own behavior.



THE CARTOON above appeared in the December issue of "The Honker," monthly publication of the Calgary, Canada, Zoological Society, shortly after FTL flew a moose calf from Seattle to the San Diego zoo. The moose traveled from Calgary to Seattle by bus.

Please Think This Over!

Although most of you are busily engaged in performing the duties and responsibilities of your own job, no doubt you are interested in learning about the functions of other FTL departments. One of the most complex jobs, and one which has the most interesting facets, came to our attention recently in an interview with one of the Tiger's Los Angeles salesmen.

Almost all of the salesmen are married and endeavor to maintain a home and raise a family. Most of the wives are thinking of joining the Society of Lonely Hearts Inc., because of the long working hours of the salesmen which do not end at 4:30 p.m. but usually at 6:30 or 7:30 p.m., and on many nights even until midnight.

Meetings

You might say, "How is this possible?"

To begin with, at least once during the month the salesman must ride one of the delivery trucks with a driver and on these days he usually returns to the airport between 6 and 8 p.m. Also during this month there is a minimum of four sales meetings which begin about 4:30 in the afternoon, when the day ends for the average worker, and these meetings usually last until 6 or 7 p.m. The Traffic Club meets one night each month for a general meeting; then the Directors' meetings and the committee meetings take up two additional nights each month.

More Meetings

The energetic salesman endeavors to keep on top of the local activities and he will probably be called upon to attend or give speeches at various service clubs, attend Chamber of Commerce meetings, forums, and other transportation functions. At these meetings he will meet, on a more congenial basis than is possible elsewhere, the traffic managers with whom he normally matches wits in his daily calls. This type of evening is looked upon by the outsider as entertaining, but to the salesman, who is on guard and alert to the sale of airfreight, it is very tiring.

His "Free Time"

The salesman is called upon to spend many hours of his free time working with the Public Relations department in organizing and working at the various shows, conventions, and fairs. At times this can mean a 14-hour shift, such as at the Pomona County Fair. The salesman interviewed worked six days at the

Pomona Fair, three of which were Saturdays and Sundays.

All day long the FTL salesman drives from one account to another, meeting new persons, making lasting impressions, and analytically studying his prospect, grasping for one point on which he can hang his hat to make the correct sales approach to sell the account. Salesmen are early risers, inasmuch as they are expected to be in their territories and ready to call on their first account at 8:30 a.m. As an example, the following report is taken directly from the salesman's daily work sheet of Dec. 17:

Eleven calls were made, of which three were new contacts, seven were repeat calls and one entailed filling out an inspection report on a potential claim. The salesman travelled 71 miles during the course of the day and made four telephone check-in calls to Customer Service. Incidentally, each salesman must spend at least two days a month in the Customer Service department brushing up on rates and tariffs, rules and regulations, and making telephone solicitation calls.

The salesman's day is not finished when he gets home at night. He must complete his daily work sheet, fill out international and domestic control cards for new accounts to be placed on the mailing lists, write up any sales leads he may have gathered during the day and answer those he has received from other stations. All this information must be sent to the District Sales office where further records are made and the work sheets are retained for the salesman to post on his territory cards on Saturday. Each month he must turn in the complete number of accounts, new and old, who have shipped or received freight in his territory, the number of pounds, the amount of revenue, the charters he has solicited and completed, and all possible information on the other carriers or competition in his territory, both on a domestic basis and on an international basis. As this salesman stated, "This is a job in itself!"

A Little Tired

It's easy to see why the salesman, after some 10 to 16 calls and 70 to 100 miles of driving in heavy traffic, returns to his family in a semi-fatigued condition and irritable mood. We learned that the salesman is usually nervous and because of this he suffers from headaches or ulcers, or both. Facing the public daily, try-



ing to outsell competition and working long hours have a tolling effect on a salesman. Although a customer has complaints, he is always right. He is the paymaster and the salesmen realize their obligation to do their best to satisfy the customer's needs and demands.

If all the members of our grand family of Flying Tigers could grasp this one thought, i.e., "the customer is king," and if everyone would pay particular attention to the desires of the customers, it would assure the salesmen that all their efforts and time spent calling and catering to customers or potential customers was not in vain.

Sold on FTL

In his heart the salesman is sold on FTL and airfreight or he would not be working for this Company. We hope that you, too, will feel the responsibility that those in the Sales department have experienced in tracking down sales leads and potential customers and help them whenever possible so that all departments can work hand-in-hand, not only in securing customers, but keeping them.

After reading about the trials and tribulations of a Flying Tiger salesman, you'll probably thank your lucky stars that you punch a time clock five days a week and have your evenings free to be with your family and friends.

Mistress Mary

Mistress Mary, quite contrary
How does your garden grow?
With planted seed I meet the need
Of problems all in a row.

SEE YOUR CREDIT UNION
FOR FINANCIAL PLANNING

Sloganeering

Music Store: "Ours is a Sound Business."
Psychiatrist's Couch: "Bed of Neuroses."
Elmer Wheeler: "Sellin's Super Salesman."
Strapless Gown: "Bare Necessity."
Divorce Proceeding: "Who's Whose."
Friendship: "Familiarity Breeds Content."
Bragging: "Loud Patter of Tiny Feats."
Pawnbroker: "See Me at Your Earliest Inconvenience."
Convention: "All play and No Work."
Perfume: "Greatest Boon Since the Moon."

Six U. S. Carriers Join FIATO

Six U. S. air carriers—Slick Airways, Flying Tiger Line, Seaboard & Western Airlines, Overseas National Airways, Transoceanic Air Lines and California Eastern Airways — have joined the International Federation of Independent Air Transport Operators. New members operate a total of 93 transports, increasing the FIATO fleet to 370.

HOBBIES By Shelley Green

**Secretary Recalls Days (and Nights)
'On the Road' with Johnny Long's Band**

Recipe for Success: Take a heaping tablespoon of beauty, add the spice of personality, combine with a generous amount of talent—and before you can say "prestidigitator" you have CATHY PAPIRI, chanteuse!

Cathy was born in Portland, Maine, one of 10 children, five girls and five boys. Her father was a singer and the children more or less followed suit. They would gather 'round the piano and give forth with the old melodies that are so dear to most families.

Accordingly, it wasn't at all unusual that Cathy should be approached with a request to sing for the service men at the USO. The manager of a night club in Portland heard her and called one day to offer a job with his combo. The stipend he mentioned sounded so fabulous she accepted. That started her on a singing career.

Call of the City

But, as with all youth, the call of the City was strong. She wrote a cousin in New York telling him she was heading for New York—that it would do no good to discourage her—she was adamant in her decision. She'd been there about three weeks when the cousin, a singer himself, took a record they had made to the big name band leader Johnny Long. Mr. Long liked it and asked to meet Cathy. That did it! As mentioned above, Cathy has beauty, personality, and a torchy voice. At 3 a.m. EST her mother was awakened by a long distance call from an excited and exuberant daughter!

Cathy remained with Johnny Long for about a year. During this time they traveled all over the country via bus. She wangled a seat to herself which she could make into a bed so she'd get some rest between engagements.

"We would travel 300 to 400 miles a day, and work that night," Cathy recalls. "Sometimes we'd get in after eight hours of driving and then rehearse for an hour or so before the job. Occasionally, we'd rehearse after the job until 5 o'clock in the morning.

"When we played hotels we'd be in one city for two to four weeks, a big relief from one-night stands. Once when we were working the Roosevelt hotel in New Orleans, after we closed we'd go out on the town until 6 (New Orleans being a 24-hour

town), then sleep until 6 p.m.—and back to work again.

"New Orleans is a fascinating place, however, I love New York. I feel it is more my home than Maine. We worked out of the city so much that when we'd finish a string of one-nighters and come across that bridge en route back home, we'd all break forth with a big yell. To us, New York was The Apple!

"My biggest thrill was playing the Capitol theater in New York. I was really excited about working with Patti Page, Georgia Gibbs, and Jerry Lester, too."

She Falls in Love

During that year Cathy fell in love with Dick Papiri, trumpet player with the band. In 1951 they left the orchestra and were married. A short time thereafter they came to California, where Dick is now enrolled in college and Cathy is a secretary at FTL.

"I loved being with a band. But my husband, who hadn't done anything other than music since he was four, wanted to leave the road, and I was willing.

"Dick hasn't touched his trumpet since he left. In fact, he says he's going to make it into a lamp! I? Yes, since being out here I've done a spot on the Art Linkletter show. However, it would be rather nice to sing a few nights a week in a local lounge. I'd enjoy that!"

Cathy's favorite songs? "Can't Help Loving That Man", and "Someone to Watch Over Me". Real cool, huh?



BAND LEADER John Long, left, smiles his approval as Cathy Papiri belts out one of her favorite numbers over radio station WBIW.

Air-Truck Drivers' Section

By Va. Lindstrom

Much wedding news this issue! Marge Pyle and Starr Thomp-son were married on Dec. 26 at the Episcopal Church of North Hollywood. Our very best wishes.

Best wishes, too, to Doris Sadony and Art Peters who were married recently in Pennsylvania. Both are on furlough. They are now living in Las Vegas and Art is doing interior decorating work there.

Handsome Pilot of the Month: Johnny Ewald! And so nice, too. Chicago and Newark have so many, we'll have to start picking some from there. Besides — I think everyone will be in Chicago or Newark shortly.

The Flying Tigress Club held its Christmas party at the American Legion Hall in Glendale on Dec. 15. It was a very gala affair and much fun. (They very nicely invited the Lindstroms and we had a fine time!) Tom Hayward and George Donahoe were exotic in their mink bow ties. Cliff Groh was very handsome dancing in his stocking-feet; Doris Long, Jean Bitner, and Eileen (please note spelling, I thing "Ilene" is more glamorous, but this is correct) Franklin were lovely with sequin stars in their hair. Bill Franklin led group singing in his deep bass. I believe it was Sam and Marge Royall and Elaine Groh who won the "dressing for a trip" contest. This I do not remember too clearly. But it was a festive evening.

Ray Korty, we understand, has

a lovely new home, one acre, no less, in a fancy section of town. Would sure like to have a picture for the TigerReview, Ray and Mrs. Ray.

In and Out Report—Jack Tarry is now well and back to flying. Russ Kratz is in the hospital with an old ankle injury which has been giving him trouble.

All the best ferreting for true news was to no avail, as we have been trying to find out how Ed Lowe REALLY came by those facial scratches and scars — but it seems it was true — he just ran into a C-46.

Bill Hoey parked his plow and sauntered in the other day in blue jeans, cowboy boots, and loud plaid shirt.

Many rumors about SLC, CHI and EWR Christmas parties, but nothing I can report.

Flight Operations Office—BUR: Joan Ankenbrandt celebrated an unnumbered birthday on Jan. 6, J. P. Goldsmith celebrated an unnumbered one on Jan. 9. Florence Schnuckel will celebrate one, I don't know if she will disclose its number, on Jan. 19.

Prettiest Stewardess of the Month: Fran Drew. Don't speak to her twin sister, June, by mistake. She's just as pretty, too.

Poet's Nook

Work was the key for fifty-three, Work some more in fifty-four, 'Then, by gosh, if you're still alive, Work like hell in fifty-five.

CLASSIFIED

WANTED
PAINT JOBS, wall papering or roof oiling. FHA terms by former Tiger employee. DT 8-8661. W. H. (Bud) Vermeer.

20 GAGE SHOT GUN, feather weight, and a 22 rifle in good condition. Ruth Stowe, Credit Union, Ext. 270.

FOR SALE
TWO BEDRM HOME, landscaped front and rear, fenced, carpet, stove, refrig. & washing mach, included. Full price \$9750 with \$1200 down. Small transportation car may be accepted as part of down payment. See at 12926 Wingo St., Pacoima. David Gillespie, No. 4039.

1948 CAD CLUB coupe, radio, heater, custom carpets. Blk lowered 2". Seller has owned and maintained for 2 yrs. Engine completely rebuilt, only 900 ml. since work on engine completed. Will stand rigid inspection. 12926 Wingo St., Pacoima. David Gillespie, No. 4039.

1941 CHRYSLER Windsor Cpe. Excel. mech. cond. Good second car or "Airporter". \$300. Call M. G. Montgomery, 227.

TIGEROLOGY

By Jack DeBar Smith



Q. In the accompanying photo, FTL's Customer Service department at BUR was caught at a busy moment. How many telephone calls does this department make in its solicitation of air-freight?

A. In January, 1953, this department hit an all-time high of 1025 outgoing calls. Customer Service operations at BUR have proved so successful that this type of service has been set up at other FTL stations.

Q. If you saw this symbol on one of FTL's flight manifests . . . 162/30/982 . . . what would you think it means?

A. The first three numbers in the series indicate the origination of a flight, the type of aircraft, and route direction. For example, the "1" in this particular case means the flight is originating in Burbank, the "6" indicates that the aircraft is a C-46, and the "2" means that the flight is east-bound. (Westbound flights are designated by "3".) The second two numbers in the series give the date of scheduled departure. (In this case it is the 30th of the month.) The last three numbers are the ship number.

Q. How much freight was handled by FTL station personnel during 1953?

A. A total of 146,430,265 pounds—a lot of weight in anybody's language. This figure includes freight off-loaded, on-loaded, and transloaded.

Q. How many persons pass through FTL's Security Office daily?

A. In a normal day, between two and three hundred persons receive special processing by our Security Division. This does not include employees who pass through the gate going to and from work, but covers salesmen, prospective employees who are being interviewed for jobs, and individuals on miscellaneous business missions. In addition, each person who is cleared to enter FTL's hangar area must be checked out again sometime during the same day.

Q. How many airbills are cut in a month for freight flown via FTL?

A. During December, 1953, which was one of our biggest months, approximately 15,300 airbills were cut. This does not include airbills for comat freight. Since station facilities are operated on a 24-hour a day, six day a week basis, December airbills were cut at a rate of approximately 570 a day, or one airbill every 2½ minutes.

Q. Is the Tigerology column being read?

A. And how! Mr. Bartling, vice president in charge of traffic, caught a mistake about pilots' rest time in last month's issue. It should have read: Pilots flying on domestic operations must be given a rest period of not less than eight hours or double the flight time, whichever is the greater. The maximum rest time is 16 hours.

If you have a question you'd like answered, send it to "Tigerology," care of TigerReview, Public Relations Office, BUR.

Cleveland Recaps Holiday's Events

By T. F. Greer

During the holiday season in Cleveland, good spirits took over. Work was accomplished without a flaw and everyone had a good time. It seemed that this year everyone got into the swing of things more than any other year.

The season was topped off by a party, dinner, dance and shop-talking session, with Schluters Catering as the scene, or should I say "sight." A chicken dinner with a little light liquid refreshment comprised the menu. Of course, there were those who tried to take the remainder of the chicken home with them, but we stopped that. We had to, because around midnight everyone was hungry again.

Dancing to a wonderful band was the big excitement of the evening. We didn't expect to be able to afford such luxury, but at the last moment the management of the catering company came through for us. A previous party had cancelled out and we were able to use their juke box.

After all the food, liquid, and feet were gone, we assembled at the home of our chief salesman, W. F. Bowman, and plagued his household out of the last four pounds of coffee. That was in the wee hours. There is nothing like a uke, a cup of coffee and a little fireside singing. This year's party was the best.

Odd news . . . Carvar Gekler and family have moved to Cleveland. Mr. Gekler is a native Californian and has decided that Ohio weather is the best.

The Greers have an addition to their home . . . Peter Dana.

Tiger Ragers Invite Guests

Just a reminder to all you cats that the Tiger Ragers Orchestra holds practice sessions on the second Thursday night of each month at Campo De Cauenga, 3919 Lankersheim Blvd., at 7:30 p.m. New members are invited to sit in and visitors are always welcome.

Members attending to date are Freddie Briggs, Hydro Shop, piano; Otto Gruber, Flight Line, trumpet; Clark Doty, Inspection, trombone; Paul Grace, Inspection, trombone; Andy Frietas, Flight Line, saxophone; Ed Render, Modification, saxophone; Roy Towne, Radio Shop, saxophone; Bert Carpenter, Personnel, bass; and John Hurtz, Slick, guitar.

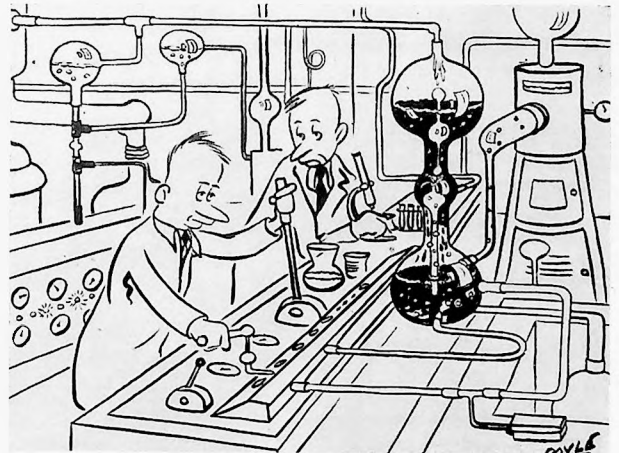
Mrs. Cussen Well Again

Everyone will be happy to hear that Virginia Cussen, wife of our president in charge of Sales, is back in the pink of health and sends her warmest thanks to Sales department personnel for the flowers she received when she was in the hospital for a short rest.

Some colleges lower their entrance requirements with an end in view — as well as a few good halfbacks.

weighing 8 lbs. 9 oz. This one was the small one of the boys.

Now that H. C. Whitney has his new garage, he parks his car outside. What else occupies the garage but toys!



"That coffee ready yet?"