

Employee Executive Committee Marks Successful Meet

Ways and means of solving employee and management problems of The Flying Tiger Line by joint employee-management discussions got down to "brass tacks" this month as the newly-formed Employee Executive Committee held its second conference in Burbank Jan. 10-11.

Organized in December by President Bob Prescott in a move to bring FTL employees and management closer together in working out mutual problems, the committee took up its first agenda as the new year opened.

Problems ranged from a profit-sharing plan for employees to a question of better washroom facilities at Newark. A detailed review of the discussions and decisions reached will be mailed shortly to all employees.

Convening in the general conference room of the Burbank office building at 9:30 a.m., 11 of the 12 committee members sat down with Mr. Prescott for the two-day meeting. In attendance were Eve Matot, Tom Cotton, and J. L. Holmes of Flight Operations; Harold Brouk, Administration; Jack Elliott, GTO; Walt Bowman and Art Breyfogle, Sales; Fred Griggs and Dean Sheets, Ground Operations; and Aldo Dipre and Henry Haszko, Maintenance. George Maruyama of Maintenance was unable to attend because of illness.

A day with the committee goes like this:

Mr. Prescott opens the meeting by submitting an agenda of subjects to be discussed. This agenda is made up from suggestions he receives from committee members and management. Late additions are then received for the agenda and discussions get underway.

Suggestions for the agenda are developed from inquiries, from "beefs," and from improvements proposed by employees to their committee representatives. Each question is thrown on the table and discussed until a decision is reached. The decision is then passed on to the affected department for corrective action and the committee members report back to employees on the action taken. Additionally, minutes of each meeting are mailed to all employees so everyone will be



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EMPLOYEE EXECUTIVE COMMITTEE meeting Jan. 10-11 was attended by 11 of the 12 committee members, with only George Maruyama of Maintenance absent because of illness. Seated left to right are Dean Sheets, CHI Ground Operations; Tom Cotton, Flight Operations; Aldo Dipre, BUR

Maintenance; R. W. Prescott, President, FTL; Eve Matot, Flight Operations; J. L. Holmes, Flight Operations; Harold Brouk, Administration. Standing, left to right: Jack Elliott, GTO; Henry Haszko, EWR Maintenance; Walter Bowman, CLE Sales; Fred Griggs, BUR Ground Operations; and Art Breyfogle, SFO Sales.

informed about the activities of the committee.

Many of the problems are settled directly at the conference table. If the committee members lack detailed information about a problem, the affected department head is summoned before the group to provide the answers.

If the problem can be settled at that time without further study, Mr. Prescott calls for a vote of the members on suggested action and if the committee generally agrees, Mr. Prescott sends the decision along to the affected department for execution. If no decision is reached immediately, the question is carried over until the next meeting for further consideration.

Any employee is entitled to send his suggestions, criticisms, or inquiries to the committee. This can be done by contacting the

committee member representing the employee's department and asking for discussion of a particular problem. If the committee member cannot give the employee a satisfactory answer, the matter is presented at the next meeting by the committee representative.

As an example of committee procedure, here is a typical highlight from the January meeting.

Miss Matot asked Mr. Prescott why there was a lack of adequate passenger supplies for CAM aircraft at some stations. Neither Mr. Prescott nor the other committee members were able to answer the question, so George Messenger, director of contract operations, was summoned to the conference.

Mr. Messenger said he was familiar with the shortage and told of the steps that were being taken to overcome it. He said the

situation would be corrected very shortly.

At another point, Mr. Brouk said there was a lack of coordination among sales, ground operations, and accounting on the quotation of rates and tariffs. He was authorized to arrange a meeting of department heads and report back to the next meeting.

Through such positive action, the committee will be able to promote company efficiency and good working conditions, as well as make a major contribution toward the company's goal of a happy, profitable place to work and ultimately a profit for the projected profit-sharing program.

"For months I couldn't find out where my wife was spending her evenings."

"How'd you find her?"

"One evening I went home and there she was."



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Len Kimball Public Relations Director
Dode Penrod TigerReview Editor

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Sam's News Service

Lots of news here in Detroit, but just a recap of wha happened in Dec., 1954.

December . . . that's the month of holiday and buying, January . . . the month of hangover and bills.

Visitors . . . first of all Bob Prescott, Prexy of the old Tiger. Everyone was really glad to see him. Gave all the dope to the gang and now old Sam thinks everyone knows pretty much what's going on.

Fred Benninger in and out again. George Cussen seen at 9 a.m. on the return trip with Len Kimball. There sure are a lot of stations.

Christmas shopping . . . the lay-over crews seen rushing around J. L. Hudson Co., buying for the gals left behind.

Operations . . . Bob Moran taking off for an hour to get a Christmas tree.

Lost . . . Seehafer, better known as See, to the station manager at BDL. Good luck up there, See. Really sorry to see you go, but let's face it, a good man is hard to find.

New . . . the 6's are too many now, so welcome to the new mechs. Kikorian, a hard working boy . . . John Barcus and Al Freeze with the new coveralls with FTL across the back . . . Ray Laprecino, agent, and family, holding down the day trick, in from the land of fog and rain. Since he has been here, all we've had has been fog and rain and ice. BFI never was like this, eh Ray? Talking about BFI, happy New Year, Herb.

Ops visitor . . . Joe Healy two times in for a few days.

Christmas get together . . . at George Tornay's house. Jim Melle and wife, Doug Bush with wife and daughter (no baby sit-

ter, Doug?) and Joe Healy. Thank you for the info on this, George.

The Tiger Tooth to the guys on the midnight shift . . . the unsung heroes of the air freight industry . . . the guys who do all the work while the rest of us sleep and then complain about them when the paper is out of the basket, the cigarette butts haven't been cleared out or the floor hasn't been swept. Keep going fellows. You are the guys who load the planes and also fly them. The TOOTH is yours for the coming year.

Sam says . . . obstacles are those terrifying things that we see when we take our eyes off our goals.

That's 30 for now . . . see you in a month or so.

Only One Vice

In a crowded bus a lanky Kentuckian sat opposite a young woman whose skimpy skirt kept creeping over her knees. She tugged at it constantly in an effort to maintain her modesty, but to no avail. At length, she looked up and met the gaze of the Kentuckian.

"Don't stretch your calico, sister," he drawled. "My weakness is whiskey."

"I'm sorry to tell you that you will be a widow soon," said the fortune teller shaking her head. "Your husband is going to die a violent death."

"Will I be acquitted?" asked her client eagerly.

Cowhand: "Aren't you putting your saddle on backward, sir?"

Dude Rancher: "That's all you know about it, smarty—you don't even know which way I'm going."

At Work.—

Employee Executive Committee



WHAT'S YOUR PROBLEM? The Employee Executive Committee seeks to solve problems at every level. Above are Tom Cotton, Aldo Dipre, Harold Brouk, Bob Prescott, and J. L. Holmes.



SMILES greet a sally by Eve Matot, only woman committee member. Around the table are Art Breyfogle, Jack Elliott, Dean Sheets, Tom Cotton, Aldo Dipre, Bob Prescott, Eve Matot, J. L. Holmes, Harold Brouk, Fred Griggs, and Walter Bowman.



LET'S STUDY this a minute seems to be the attitude of Dean Sheets, Tom Cotton, Aldo Dipre, and with their backs to the camera, Fred Griggs and Harold Brouk.



Raoul Walsh, Kevin Kerr, Sylvia Stern

Famous Mares Arrive from England Aboard Flying Tiger Air Freighter

The Chinnin' Bar

By Nancy Tarr

Best wishes to Minah McNerney of the Revenue Accounting Department who, on Saturday, Jan. 22 in St. Catherine's Church in Reseda, will become Mrs. Norbert Kowalski. Congratulations to the lucky groom, too! Minah's home town is Chicago, while "Ski's" is Detroit. However, and naturally, they will make their home in the valley. Honeymoon destination will be Detroit, where the bride will get a chance to impress the groom's family.

Welcome back to May Wildman, who as of Monday, Jan. 10 will once again be in the "Tiger Fold."

Earlier congratulations to Mrs. Marcia McMahon, whose expected offspring will arrive somewhere between Feb. 28 and Mar. 1. Both she and her husband, John, say that the baby will be a boy. (Anyone have any bets?) The name is already picked out and is to be Patrick Mark McMahon.

How about that "real live" Christmas party we had at the Glen Aire Country Club?? Everyone heard to comment seemed to have enjoyed it. Also, from apparent observations taken at the party, it was a great success.

I wish to take this time to say goodbye to those of you I

The first of three shipments of famous mares and yearlings by some of England's greatest horses arrived in Southern California Jan. 9 for the WL Ranch of Harry M. Warner, motion picture producer.

Aboard a Flying Tiger DC-6 air freighter were three mares, two in foal. They will be followed by eight yearlings. One is the son of Royal Charger, the great English stud which sold for \$750,000.

The mares which flew in recently were accompanied by Kevin Kerr, noted Irish veterinary surgeon and trainer, who was met at the airport by Raoul Walsh, Warner Brothers director, and Miss Sylvia Stern, secretary to Harry Warner.

Kerr said the mares made the long air trip successfully. Once assured that the horses were in good condition, he turned to Walsh, with whom he will stay during his visit here, and said:

"You know, I must see Santa Anita. But only to look. I never bet."

missed seeing before leaving the Company Jan. 7th. Since starting with the Company I have met and worked with some very wonderful people. I'll certainly miss you all.

Janet Olson, whom everyone knows, will be writing this column from now on. . . . Good Luck to you, Janet.

Scuttlebutt —BY THE EDITOR

We have finally discovered the mixologist supreme, the master Martini mixer, the man who's the most—FTL's ever-cheerful **Ronnie Chattin**. Every year at Christmas Ronnie decks the walls of his little "office" with camouflage gleaned from every conceivable source, and like magic there appears the coziest little bar imaginable. In fancy glassware you're served the finest Martini this side of the Stork Club, with your choice of stuffed olive or pearl onion. Brother, you're living!

Got a call the other day from former FTL Pilot **Boyd O'Donnell**, who is just in the process of breaking ground for another new restaurant. This is Bill's third and biggest (on Laci-niega's restaurant row) and we're grateful to Boyd for inviting FTL to participate in the publicity connected with the ground breaking ceremonies.

Seems that he had a large stone from Oyster Bay which will be used as the cornerstone for the new seafood restaurant and he needed a truck in the publicity photos, showing the unloading of the stone. FTL was happy to furnish the truck, and more than happy to get a good plug on the George Putnam show on KTTV.

Personnel director **Art Meyer** has a new assistant — **Charles Steese**. You will note that the name is similar to Engineering Department's **Charles Steeves**, so be sure to make your handwriting legible when addressing inter-office correspondence to these gentlemen.

Vice President **Bill Bartling** reports that the new drive for on-time scheduling of aircraft operations has resulted in 25 percent of the flights being strictly on schedule in spite of weather and mechanicals. That's pretty good in any man's language.

The FTL Credit Union will hold its annual meeting on Jan. 25 in the Air Force building near the FTL entrance gate. **Bernie Senn** of the Credit Union board of directors obtained permission from Lockheed officials to use the AF building, with the hope that there would be less noise and confusion at the meeting and more members

would attend. In addition to the election of new officers and committee members, there will be an interesting report of operations for the past year and, of course, the membership will vote on the amount of dividend to be paid. Since it's your Credit Union and your money, plan to attend the meeting.

George Cussen, Vice President of Freight, has announced some big changes in the organizational set-up of the Sales Department. **Mayo Thomas** has been made Assistant to the Vice President of Freight, in addition to his present duties. **Pete Albert**, formerly District Sales Manager at New York, becomes General Sales Manager with headquarters at BUR, and is being replaced by **Frank Rogers**. **Art Breyfogle** has resigned as DSM at SFO and **Hal Bauer** moves up from SAN to SFO to become Western Regional Sales Manager. **Chuck Bryant** will fill the DSM spot vacated by Hal. **Frank Clain**, formerly DSM at CHI, becomes Mid-Western Regional Sales Manager and **Walt Bowman**, formerly DSM at CLE, is made Eastern Regional Sales Manager. Frank will continue to be headquartered at CHI and Walt maintains CLE as his home base.

Employees and FTL friends are beginning to notice the disappearance of the old FTL script lettering used on trucks and planes. The script had almost become a trade mark of the company, and we hate to see it go, but everyone admits that the new block lettering provides greater readability even if it lacks the uniqueness of the old script. "Art has its place," we were told, "but we sell air freight and not artistry!"

London Visitor Feted Royally

On Dec. 22 Katherine Smith, secretary to V. P. George Cussen, was hostess at a turkey dinner at her home in Glendale to some 13 girls from the General Office.

The special event was climax to a four-year correspondence between Katherine and a certain Margaret Pearson, of London, England. Margaret was the guest of honor.

The prelude to this occasion goes back a long way—in fact to 1950 when Katherine wrote a letter to a stranger in London whose writings had caught her interest.

Subsequent letters were so interesting they became a sort of international serial between Margaret and Katherine and a dozen of the girls at FTL who were eager to meet her.

This summer Miss Pearson came to the States to visit friends in Chicago whom she had met in Amsterdam. They brought her by car across country to Denver. Then she invaded California. The invitation to "Come West" was from Katherine who said in effect "if you are coming as far west as Denver you might as well come to California and if you can stay two weeks I'll show you around on my vacation." Four months later, with an expiring visa and fast-expiring foreign exchange, the invasion came to an end.

When Margaret arrived by Greyhound bus Katherine had no idea what her prospective guest looked like, and vice versa. Two days later they took off on a camping tour of California. Friends on both sides of the Atlantic thought they were slightly demoted to "take such chances on such slight acquaintance." However, the two principal characters, having sized up the situation quickly, decided that anything that would happen would be fun. There's nothing like the great outdoors to solve any personality problems. The trip was a great success.

Margaret has written her way



SUPERVISING loading of the Los Angeles Times Flying Tiger vice-president; and Harold T. Miller, Midwinter Edition are, from left, Harry Hefflin, of Port of Los Angeles. Pan American distributed Midwinter Advertising manager; George Cussen, the Times westbound and Flying Tiger eastbound.

L. A. Times Midwinter Edition Flown To Traders in 100 Foreign Countries

practically around the world. With seven books to her credit and another to be published next April in London, she has written for newspapers in New Zealand and Australia, and was on the staff of Woman's Journal in London for five years. She has worked for the Walter Thompson advertising agency and done freelance feature writing. (Incidentally, she made up the posters for our Christmas Party at Burbank.)

The letter Katherine wrote in 1950 was probably the most expensive piece of writing she has ever done. But the climax to this correspondence will be reached this summer when Margaret promises to play host to Katherine in England if she can find some way to get there.

So, any day this summer if Katherine is missing from the office we can expect to find her out on the runway, with bag in hand and thumb pointing that-way.

Key transportation and industrial executives around the world began receiving 5000 copies of the Los Angeles Times' Midwinter Edition shortly after the record-breaking edition began rolling from the Times' presses on Jan. 2, thanks to speedy delivery by a Flying Tiger DC-6 air freighter and a Pan American Stratocruiser.

Almost before the ink was dry on the 5000 copies, trucks sped to Los Angeles International Airport where the FTL and PAA ships were waiting to receive the big bundles addressed to officials of steamship lines, railroad and truck companies, and U. S. Embassies and commercial attaches in more than 100 foreign countries and political subdivisions.

This special distribution of the Midwinter Edition is an annual event in the year-round program of the Los Angeles Harbor Department to bring the facts of Southland growth and its trade opportunities to the attention of

Largest Shipment Of Holly Recorded

By Dick Johnson, PDX

We got our first snow of the season on Jan. 4. We've been lucky with a temperate winter thus far — usual sloppy rain up here at PDX.

Our December outbound freight moved up a notch tonnage-wise. We still manage to hold on to the "live" ones.

Holly, one of our natural resources which comes in hundreds of varieties, turned out a wonderful crop this year as a result of a wet, damp summer. Growers found Eastern markets good and when surface transportation cut off on Dec. 10, a number of them went to air. We snagged off the largest air freight movement of holly to date. Eight other large growers moved with FTL during the Christmas' season for a total of 787 boxes, revenue weight 13,826 lbs. The local papers gave us some nice publicity on this.

thousands of executives throughout the world.

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