

# TIGER REVIEW

OFFICIAL PUBLICATION OF THE FLYING TIGER LINE INC., BURBANK, CALIF.

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## FTL Meets Strike with "Can-Do"

### BOY AND HIS DOG AND ELECTRONIC BRAIN MAKE NEWS AMONG FTL FREIGHT SHIPMENTS



Eleven-year-old Rod Wilson says a last good-bye to Smokey.

A seven-month-old black mongrel puppy, weighing hardly 15 pounds, and an electronic brain, weighing several thousand pounds, became two of the most widely-publicized shipments on the Flying Tiger Line in July, and for reasons as varied as their size.

The "brain" was shipped by Beckman Instruments from San Francisco to the Chrysler Corp., to solve complicated mathematical problems. It was one of the most valuable shipments of electronic equipment ever made, having a value of \$110,000, and was 28 feet long, six feet high and two feet deep.

By contrast, the tiny dog became a central figure in a complicated death case. He belonged to Calvert Wilson, of Burbank, who perished in the Southern California desert, near Twenty-Nine Palms, on June 25. Wilson left behind a controversial will, giving his estranged wife "30 pieces of silver" and most of his \$40,000 estate to his two children and an old friend in Southern Pines, N. C. He died while on a uranium hunt, suffering exhaustion after his jeep broke down.

His mother, Mrs. Frank Wilson, of Southern Pines, asked for the dog as a last link with her son and it was flown on the airlines to Philadelphia, for transfer by REA to Southern Pines.

Involved in the controversy were charges of undue family influence by the estranged wife. Newspapers widely publicized the shipment of the dog to the mother, and also printed top-head stories on the electronic instrument shipment.

### FTL ADDS NEW NAVY DC-6A TO FLEET

A new DC-6A joined the Tiger fleet in August, one of the most important equipment acquisitions in many months.

The aircraft was leased by FTL from the Navy for a period of a year. It gives the airline four DC-6A's, the largest such fleet of any carrier.

Three of the aircraft will be used exclusively in trans-continental freight operations and

the fourth will be assigned to CONOPS.

A week after the newest "Six" joined the fleet, Red Duehren's maintenance crews had stripped it of some 3,000 pounds of military gear not needed for commercial operation and had turned it over to Freight Operations, where it will add substantially to FTL's ton-mile performance.

One clearly defined picture comes into sharp focus when the story of FTL is recorded during the days of the strike and an old timer in the company re-recorded it when he said:

"You know what it all reminded me of—the work everybody was doing and the way they went at it? It reminded me of the days in Long Beach when we started. Everybody worked like hell, there was a minimum of griping and we did a job even when we didn't know if it could be done. That was it, the spirit, the cooperation."

The author was a man who knew—balding, grey-haired Joe Baker, who first put a wrench to a Flying Tiger aircraft down Long Beach way some 10 years ago, where FTL began its career. And then he added:

"You know something else? It was good for us. Look at me, I lost 10 pounds I've been trying to lose for a long time and I found out a lot. I know how long it ought to take to do some of these jobs!"

### Maintenance

Long hours, long days, catnaps, food on the run and a new high in efficiency that broke records right and left is a capsule summary of FTL's Maintenance Department during the strike and even if one boiled it all down to that, you'd need a record-breaking capsule to put it all in one package.

At the start of the strike, 25 men in Burbank worked through the first night and then split into two 12-hour shifts.

Probably the most remarkable accomplishment at the big Burbank hangars was the fact that not a single maintenance delay occurred in these first days and within 30 days after the strike was on, every maintenance contract job was completed, to say nothing of the work done on the company's own fleet.

The boys turned out the three PBY jobs from Canada, a C-46 from Mexico and the Atomic Energy Commission's C-54.

From June 14, starting date of the strike, to July 1, they made 16 engine changes. They performed a DC-6 engine change in less than four hours, against the pre-strike performance, which took a full eight-hour shift and sometimes more.

### Newark Job Amazing

At Newark, the three foremen left at work, Dick Coyne, Ted Chikowski and Joe Nemrioff, carried out what the Burbank supervisors said was the "most amazing job we ever saw." With the help of station personnel, they not only kept the domestic freight fleet flying at their end but continued the Atlantic lift and the domestic CONOPS without one major delay.

The boys also took their hats off to the pilots. "They cooperated 100 per cent," was the maintenance verdict.

Red Duehren, Joe Baker, Don Fry, Paul Grace all joined in saying:

"This experience developed a new set of standards for all of us, both maintenance and operations-wise. It has entirely revised our ideas on work time."

In addition to the performance at Burbank and Newark, outstanding jobs were recorded in San Francisco, Chicago, Detroit and Seattle and overseas in Frankfurt, where Joe Cuppet organized a group of 17 men and not only performed maintenance on the Flying Tiger CONOPS fleet but even took on some outside work!

In the shops at Burbank, not a single delay occurred in engine buildup and the work done in the

(Continued on page 2)

### Sales

It's an ill wind that blows no good and the wind wasn't that bad for the Sales Department during the strike.

For one thing, a lot of the salesmen know a good deal more about how freight is handled and moved than they might have known pre-strike. They also had the satisfaction of seeing June become the biggest air freight sales for that month in the airline's history with a record volume of \$641,000. July wasn't bad either, all things considered. In fact, the Newark office recorded the biggest July in its history—an \$85,000 volume.

Pete Albert, general sales manager from BUR, Barry Rogers, SFO, and Al Pickett, BUR, got a first hand view of the DC-6A operation when they helped load 25,000 pounds at BUR, rode the ship through to EWR and then helped Mike Melnick of EWR unload it in a very fast 40 minutes. Needless to say, they discovered a few muscles they hadn't used for some time. In between, at RML, they helped the hard-working cargo crew there by pinch-hitting on a couple of C-46's.

The star of the Newark sales staff was its Dapper Dan, spotless Joe Puccia.

Joe expressed a penchant for fork lifts. In no time, Art Ives had him running around the hangar, breaking him in on all the levers and gears. In an hour, Joe was ready for action. He worked all night loading and unloading freight. The next day he was suddenly discovered working as lead agent. When George Cussen heard of this, he remarked:

"He must be Irish. Nobody but an Irishman could figure out how to start on a fork lift one night and wind up running the shift the next day."

### Know How

Pete Albert is sure of it. Says Pete:

"I was helping unload some steel tubes at EWR. I could barely lift one of them. I saw Puccia pick up one with one hand. Then I saw him do it again while I was breaking my back. I said: 'Joe, what are you, a strong man!' Joe said: 'Well, you have to know how to do it.' Later I found out the secret. The tubes he was picking up were hollow. Mine were solid!"

George Tornay, Earl Munson and Jim Melle formed the combined sales-cargo crew at RML, helping out the agents. George wound up in the hospital with pneumonia but quickly recovery.

(Continued on page 3)

### Freight Operations

The achievements of FTL cargo loaders during the strike emergency constitute one of the brightest pages in a company history, replete with achievements that rank at the top of the air transport industry.

Nowhere else does the spirit of "can do" shine more brightly.

At RML, one of the critical points, the station has averaged 140,000 pounds of freight handled daily with a minimum of delays.

Cargo loaders at BUR, many of them working up to ten days without a break except for a cat-nap and food, handled 675,754 pounds of freight in the first 10 days of the strike in record-breaking times.

EWR, working 18-hour shifts, came up with one of the finest on-time departure records of the system.

Such are the highlights of a story which, to borrow a phrase from Winston Churchill, could well be entitled "Their Finest Hour."

RML's team of "Matchless" Ed Trott, of which more later, Ray Lapracino, Ted Schlegel, Red Slinde and Buck Woolworth, under the tireless direction of Bob Moran and with system-wide help from many stations did the impossible.

For three weeks, they worked, slept on cots or freight and grabbed quick snacks at the airport restaurant.

### Station Parade

A parade of men from other stations helped the untiring RML crew. Etrano Del Grosso, PHL; Clarence Cooper, HFD; Richard Cameron, BOS; Bill Bromley, BGM; Bob Rawlinson, Bill Larson, Frank Simpkins, Wilbur Russell, Manny Bernal, Ken Fredine, and Ray Metcalf, all BUR; John Long and Les Carlson, CLE; Dick Powell, CAK; Lee Manning, SAN; Jess Johnson, Charles Villas, Will Jenkins, Dick McDaniel, John Jendrusiak, Ralph Tanis, all CHI—made flying trips from their stations to RML to ease the load.

The men would work their own flights in their home stations, jump aboard the enroute aircraft, fly to RML, transload the freight they had loaded at home, work other flights in between, load the return flight to their station and then unload it at the home station.

Probably the commonest remark was the query:

"Say, what day is it?"

Such was the tempo of the work performed.

Del Grosso will never be forgotten at RML. He left his mark—on a watermelon, in fact several,

(Continued on page 4)

## PRESIDENT'S MESSAGE

The contents of this issue of the TigerReview are largely devoted to events and happenings and accomplishments of Tiger people during our current strike. I would like to add my sincere thanks and pla-dits to all of you who have pitched in so wonderfully to "keep the old mare going."

In sanctioning the contents of this issue, I want to make it clear that we are not taking a slap of those people who are out on strike. We think the strike is uncalled for and no end result can be accomplished except money loss both to the company and to those who are losing wages because of the loss of work during the strike period. Nevertheless, we clearly recognize their right to strike, and their right to their opinion about the advisability of such action, and we do not doubt the sincerity of almost all of those who are out.

We do hope that when the strike is over, those who are out will return without rancor or bitterness and will feel that they are welcome members of the finest airline team ever put together.

Robert W. Prescott  
President

## CONOPS Establishes New Volume Records From April to July

Contract Operations (CONOPS) made one of the most remarkable business gains in the company's history in the spring and summer of the year, more than tripling the business volume recorded in contract operations at the year's start.

From a monthly business of less than \$400,000, CONOPS, starting in April, averaged in excess of \$1,200,000 a month through July and August loomed as one of the year's biggest months.

Operating a fleet of 19 aircraft under the guidance of Parker Goldsmith, director of CONOPS, this division flew more than 22,000 passengers and nearly 10,000,000 pounds of freight over a distance of nearly 3,000,000 miles, according to figures compiled by Bill Gelfand, accountant of CONOPS revenues.

The operations extended to many parts of the world.

Labor flights were operated from the Caribbean area to England. The company flew the largest single operation of any carrier in the vast Canadian Dewline project, the building of the North American radar fence in the Arctic Circle. It was a major participant in the Air Force Engine Lift from the United States to England, France and North Africa. Extensive schedules were operated across the North Atlantic to Europe and return, carrying religious, college and youth tourist groups, military dependents and displaced immigrants. A military freight lift was flown across the Pacific from the West Coast to the Orient and more than 5,000 troops were transported in domestic CAM flights.

The Canadian project was the largest single project of the CONOPS division, accounting for approximately 7,000,000 pounds of freight flown a distance of nearly 800,000 miles.

An entirely new traffic frontier was opened with the revision of CAB policy on overseas passenger charters. Under the new policy, the airline was given the opportunity of contracting with organizations to move homogenous groups at low-cost tourist rates. The results of this decision were no more spectacularly illustrated than in a comparison of North Atlantic passenger traffic in April-May and June-July.

Less than 1,800 passengers were flown over this route in April-May. By contrast, the airline moved nearly 10,000 passengers in June-July and August was expected to be equally large.

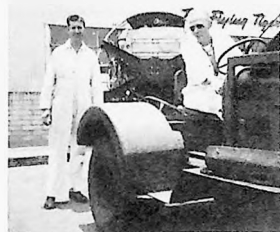
Under the FTL charter tariff filed for this operation, groups may now contract with the airline to fly plane-loads of tourists from the United States to Europe and back at a cost of approximately \$260 per seat for the round trip. This is less than one-third the cost of a tourist ticket on scheduled airline runs.

Since the airline is permitted to

## MAINTENANCE

(Continued from page 1)

other shops was equally "on-time." Particular tribute was paid to the work of Art Lawson, Jim Thomas, Ray Kirkpatrick, Don Conley, Eldon Arrowsmith, Willie Skaggs and their crews. Lloyd Sherman got a



Don Conley and Red Duehren

plug for keeping the hangars "in better shape than they've ever been."

Chuck Steeves and his engineering staff of Bob Oppgard and Dick Jones engineered their work and installed a lot of it, such as rack racks, hot food racks and sheet metal parts. "They had to do it good—they had to put it in themselves after designing it," Red Duehren observed.

Josie Skochinski and Joyce Pocar



Joyce Pocar

ing the paper and fone work that normally comes across their desks in maintenance.

At Detroit, Ernie Boyer and Paul Entz worked around the clock and sweated it out with record-breaking heat as well as the maintenance load. Ernie has not reported yet but it is a safe bet he weighs less today!

## Outstanding Jobs

Several outstanding jobs pop up in memory as the boys look back on the first days of the emergency.

All of the Tokyo lift ships winged home near the start of the strike. The boys reconverted them

pay an agent's commission on all such flights obtained, there remains a golden opportunity for tour organizers to sell the cheapest tourist traffic ever offered by any type of transportation.

from freight to passenger, cleaned them up, installed North Atlantic gear and had them on to the North Atlantic run on schedule.

During the strike period, the company acquired another C-54 and got it flying without delay, filling a critical gap in the big North Atlantic schedule.

In the midst of all this, 940 was



Joe Gwynn

sent down from Canada, where Doc Powell and his crew of 17 continued to do a remarkable job of keeping ships in the air under real pioneering conditions. The aircraft needed a No. 12 operation—a major job—which took at least five days, pre-strike. The boys turned it out in three days.

## Waistlines Down

Paul Grace, with his inspection



Al Pentose and Don Fry

crew of Al Penrose, Grant Black and George Maruyama, remarked:

"We're going to have to alter all our suits after this!"

Then he added:

"Seriously, it was mighty good for all of us. Although we got some sore muscles, we learned a lot about the time it should take to get jobs done.



Howard Smith and Augie Droll on wing

cause the men working on the airplanes could make their own decisions on the job."

Another high point was the performance by mechanics enroute, so to speak.

After working a ship at Bur-



John Dewey

bank, a crew of men would climb aboard, ride to Chicago and then on to Newark, doing a job if it was needed whenever they stopped. In between, they slept on the freight!

Red Duehren summed it all up saying:

"The spirit of cooperation was just tremendous. We knew if we didn't do the job it wouldn't be done so we went out and got it done."

## Buck Buchanan

from the CAA on the work performed.

"Work speeded up a lot, too, be-



Chicago—The Flying Tiger Line, which pioneered efforts to open the door to mail carriage by U.S. air freight carriers, received its first load of mail Monday night August 1, nearly nine years after it asked the government for mail rights.

The carrier received 856 pounds of first class mail from the Chicago post-office for New York, which it dispatched on its midnight flight, arriving at Newark at 5:41 a.m.

The movement was part of the post-office program

to fly first class mail by air, launched nearly two years ago. Last May, the Civil Aeronautics Board formally certified The Flying Tiger Line for rights to carry such mail and the August 1st flight marked the first such movement on the airline.

Heretofore, the carrier has been limited to the carriage of air freight on its domestic scheduled routes. Besides first class mail, it is also seeking airmail and air express rights.

## CONOPS Functions at New Peak of Efficiency during Strike

CONOPS, recording the biggest June business volume since Korea, functioned at a pace that probably represented the highest efficiency ever achieved by the company's contract operations, despite the strike emergency.

Parker Goldsmith said the performance of the crews at EWR was "simply doing the impossible."

Working around the clock without days off and help at a moment's notice from station and sales personnel, the maintenance crew of Dick Coyne, Ted Chikowski and Joe Nemrioff kept the North Atlantic schedule functioning without a hitch.

Two C-54's and a week-end DC-6A flight made the North Atlantic schedule and in between servicing these ships, Coyne handled an emergency turn-around at Dover, Del., while Chikowski rushed down to Atlantic City for an engine change on a C-46.

In July, the crew stepped up their pace, handling 7 C-54's and the week-end DC-6A, pulling operations and getting the aircraft out as fast as though a full crew were working. Conversions on the DC-6A that normally took eight to 12 hours were done in as little as four hours.

### DC-6A Record

With Herb Taft, Don Therasse, Les Rasmussen and a mixed sales and station crew, a DC-6A, arriving in EWR at 3 p.m. with a full freight load, was unloaded, seats,

galleys and all passenger equipment installed and the aircraft sent on its way across the North Atlantic by 7:30 p.m., a four-and-one-half-hour record.

On another week-end, the DC-6A made two week-end round trips across the North Atlantic, with an hour-and-a-half turn-around by Joe Cuppet and his boys at Frankfurt. That schedule produced \$40,741 revenue for the company.

In June, CONOPS committed four C-54's for 24 trips in less than 30 days, across the Pacific, lost an engine in the early part of the schedule with a resulting delay of 36 hours and yet actually caught up with the schedule and completed the month's operation on time. One ship averaged 15.7 hours utilization per day and flew 502 hours for the month, probably the highest performance ever achieved by a company C-54.

But the story for the month goes to Captains Dick Rossi and Bill Pattison. On separate occasions, each flying a C-54 in Canada, they were confronted with the problem of landing on a 3,000 foot ice strip. Brakes meant nothing, the aircraft simply sliding forward. Each stopped his ship by performing a 180-degree turn and giving the ship full power, in effect reversing the props, and stopping the ship successfully as it slid backwards.

They do not recommend this as standard procedure.

### SALES

(Continued from page 1)

George Cussen nearly fell out of his chair at BUR when he got a telephone call from the general traffic manager of one of our largest accounts. In the course of the conversation, the traffic manager asked:

"George, I've heard a little scuttlebutt you ought to know about. Somebody is spreading a rumor that there is a strike on. Is there anything to it?"

"Well," replied George, "now that you mention it, we've had a strike on for three weeks!"

At CHI, Lew Hester joined the sales staff shortly before the strike and quickly broke in on loading jobs, as did Joe Ryan at BUR and Robert Hendricks at OAK.

At BUR, Bernie Tenney, Ike Lynn, Matt Matheson, Ken Albertson and Al Pickett joined volunteer crews from the General Office and worked night shifts getting cargo aboard the ships. It must have helped. BUR had the biggest June volume in its history.

### Sales Blitz

Pete Albert took a crew to Boston and carried on a sales blitz during the strike. BOS freight jumped up sharply and the loads have been most gratifying as a result.

The EWR staff was seen as frequently working the airplanes as they were the sales telephones. Frank Rogers, Frank Connelly, Bob Nicholas, Duane Wessels and John Brannigan put in many nights loading the freight they had sold during the day—all under the able direction of Puccio! This was somewhat amazing to Nicholas, a nine-year veteran of the company, who transferred from Freight Operations to Sales. He was last seen conferring with Puccio on his methods.

### High Spots

Sales highspots during the strike, besides record-breaking volumes and the highly successful BOS blitz, included a substantial increase in international business out of Akron-Canton, a healthy gain

## Freight Schedule Delays Hit Record Low During July

Delays on Flying Tiger air freight schedules have been reduced more than 60 per cent in the past five months and the top achievement in the entire period occurred in July in the midst of the strike.

Figures compiled by Frank Lynott, director of freight operations, showed total delays of 1,560 hours in March. This dropped to 1,066 hours in April, 827 in May, swelled slightly to 897 in June and dropped sharply to 673 in July, the lowest total of record.

The accomplishment was the more remarkable in that starting with May, scheduled ground time on the C-46's was cut from one hour to 30 minutes. "It is a tribute to the company's personnel that even with cutting of C-46 scheduled ground time in half, they succeeded in further reducing delays," Lynott said.

It is also significant that maintenance delays, starting with a high point of 189 hours in March, or 12 per cent of total delays, had dropped to 48.33 hours in July, or less than eight per cent.

in shipments of personal baggage and big gains in freight out of Milwaukee, including one of the most unusual shipments of record. It was a consignment of Idaho potatoes from MKE to EVR! We've carried bricks, sand and gravel and water but so far as known, the potatoes were another first.

There were also record-breaking shipments of fans and horses, of which more is written elsewhere in this issue.

George Cussen said the June-July performance was the more amazing because a check of customers showed that in these two months, 236 companies normally using FTL air freight were shut down at various intervals for vacations.

## FTL Freighter Highlighted at PDX Show



### FTL at Portland Air Fair

More than 20,000 visitors to the Portland Municipal Airport saw a freight-loaded FTL C-46 during the First Annual Air Fair, sponsored by the Portland Junior Chamber of Commerce. Dick Johnson and Bob Beckman arranged to hold a Sunday flight over for the event on July 24. FTL was the only transcontinental carrier represented at the show. "We pushed and pulled hundreds of parents and children up the plane's ladder to see the inside of a C-46," Dick said, but the high spot occurred when a monkey got loose in the cockpit. He had a field day before Johnson grounded him.

## TENTH ANNIVERSARY OF FTL CELEBRATED

Taking time out from a strike-crowded schedule, The Flying Tiger Line paused momentarily on June 25, 1955, to observe its tenth anniversary.

Sponsored by the Long Beach Chamber of Commerce, with Mayor George Vermillion as the principal speaker, the birthday party was held at the Long Beach Municipal Airport, where the airline's first flight originated.

On hand to commemorate the event were Bob Prescott and Helen Ruth Prescott, the airline's first employee. Bill Bartling, Mayo Thomas, and Mr. and Mrs. Cliff Groh, who were among the company's original employees during the brief time the airline was headquartered at Long Beach.

Other members of the Long Beach contingent were either out of town or so buried in emergency work they had to pass the event.

Some 200 air freight shippers, civic leaders and other airline representatives attended the luncheon to pay tribute to the founding date of the nation's first all-freight airline.

The party was climaxed by the placing of a bronze plaque at the airport entrance, commemorating the founding of the company.

## Prescott Discusses New Service-Rate Plan with Analysts

New York—Robert W. Prescott, president of The Flying Tiger Line, told a meeting of the New York Security Analysts Society that airfreight rates must be reduced if the industry hopes to enjoy its "limitless horizons".

"All the airfreight carriers have developed a fine service which in many cases faster even than airmail, but at a price so high that only a minute percentage of the freight potential can afford to pay the rate," Prescott said. "I would say that we have just about reached the saturation point of the volume of airfreight available at today's rates. Wherein we have in the past few years recorded annual gains in airfreight volume of 25% and 50%, the present rate of gain cannot be expected to be more than 5% unless a new approach be taken on our pricing structure."

### Two Level Price Range

"All of the carriers have given much thought to a two-level price and service range. We would like to have a tariff structure that would give today's service at today's rates, and in addition offer a service on a lower priority basis, but at a price competitive to rail or truck rates. By being able to back-log the lower rated freight for a day or so in case of necessity, we feel that we could use up that 30% of top-off space that is now going to waste. If the lower-rated freight volume becomes so large that we have to fly extra sections to handle it, we are still ahead because the added volume would not appreciably increase our overhead costs and the return above the direct flying costs of the airplane would be mostly gain."

Prescott said that The Flying Tiger Line had another idea to approach the problem.

"We presently have graduated rate breaks, with the rates becoming lower per pounds at weight breaks from 100 lbs. all the way up to a 10,000 lb. shipment," he said. "These rates are based on a

rate floor established by the Civil Aeronautics Board after an industry rate war a few years ago. The lowest rate possible today consistent with the rate floor is about 16c per ton mile for a shipment of 10,000 lbs. or over. We are considering proposing rates which will graduate further downward. For instance, a 20,000 lb. rate at 15c per ton mile, 30,000 lbs. at 14c per ton mile, 40,000 lbs. at 13c per ton mile, on up to 75,000 at 11c per ton mile.

### 100% Load Factor

"Our theory is that if we begin to receive shipments of this size it would be profitable to us at these rates because we would more nearly approach the 100% load factor. Also, under today's conditions, freight shipments of this size would take a day or so longer to get to destination because of lack of capacity of any of the carriers to render immediate overnight service to shipments of that size, and this creates a built-in second-class service which again would not destroy the first-class market.

"If our capacity increases, which it will, to be able to meet those size shipments as they come, our overhead costs will be reduced by such a large percentage that this lower rate of return will be feasible.

"We and all the all-cargo industry know we have some giant hurdles ahead of us in growth and expansion, but we also know that we are in a business with limitless horizons."

### Turkey Dinners

Maintenance crews at Burbank celebrated the Fourth of July with turkey dinners instead of the conventional freerackers. With wives sending in cakes and pies, Josie Skochinski, Red Duehnen's girl-of-all-work, went out and got turkey dinners, heated them at home and brought them to the field for a feast in between ship work. Another way by which the boys kept wheels turning during the strike.

## VOLUNTEERS RALLY AT GENERAL OFFICE

A lot of people in the BUR General Office found out a lot more about what goes on in a freight airline during the strike emergency than many of them had known before.

They were the volunteers, who worked night shifts at the BUR station to help keep the freight moving.

There was Manny Marquez, Harry Broadbent, Forrest Hawkins, Dick Yung, Ozzie Burghardt, Brad Benton, Dwight Christy, and Guy Richards from Accounting; Bill Gelfand and Bob Vickery from CONOPS; Bernie Tenney, Ken Albertson, Ike Lynn, Al Pickett, Matt Matheson and Pete Albert from Sales. Bill Tufts from Insurance, and Jack Coveney from Freight Operations.

Upwards of 100 men and women in the General Offices signed a statement circulated by office employees pledging their support of the airline and volunteering their services of help short-handed departments.

## Top Freight Spot Captured by FTL

The Flying Tiger Line, which moved into first place among the nation's all freight air carriers in the first quarter of 1955, continued to hold this position at the mid-year mark.

FTL flew 9,717,364 ton miles of freight in the first quarter, which was some 800,000 ton miles ahead of the second carrier. In June, FTL reported 3,497,000 ton miles, which topped the all-freight field, despite the fact that strike conditions prevailed on the airline for the last 15 days of the month.

A review of air freight operations since the discontinuance of merger proceedings last fall showed that FTL's air freight revenues from November 1, 1954, to June 30, 1955, were 34 per cent ahead of the comparable period a year earlier, or November, 1953-June, 1954.

## FLIGHT CREWS WIN COMMENDATION FOR OUTSTANDING WORK

Many words of commendation were showered on our flight crews during the strike, especially for the "100 per cent cooperation" which they gave to the hard-working ground forces.

Captains, co-pilots, flight engineers, stewardesses and navigators, while maintaining a strictly neutral stand, "showed the utmost in cooperation in getting their jobs done," Ed Pinke, superintendent of flight operations, said.

Pinke said one of the outstanding jobs performed by both flight and maintenance personnel was all the Canadian radar lift, where FTL efficiency was so outstanding that the airline carried approximately 80 per cent of all the freight moved on that difficult operation into the rough Arctic Circle country.

Stewardesses lent a hand constantly to keep passenger aircraft in orderly condition and the house-keeping job performed was outstanding.

"They did the impossible job," one supervisor remarked, "of sweeping out aircraft, cleaning up galleys, changing head rest covers, emptying ash trays and the Lord knows how many other tasks and still looked as though they had stepped out of a beauty parlor when the passengers came aboard."

## FREIGHT OPERATIONS

(Continued from page 1)

it may even be six.

It was a very hot Sunday, as Ed Hembree recalls the story. The east was being blistered by a record heat wave. There was a lull between flights. Del Grosso disappeared, soon to return with a carload of watermelons. It turned out that next to a pay check, Del Grosso craves watermelons—maybe even more.

### Watermelon Contest

A watermelon eating contest was organized on the spot. Del Grosso won by six lengths—pardon, watermelons. Up to then, he was strictly a dark horse. Next time, say the boys, he will be properly handicapped.

Hembree recalled that the emergency crew probably set an all-time record on another hot RML Sunday. Between 11 a.m. and 5 p.m., they loaded and unloaded nine flights and handled 140,000 pounds of freight without a delay.

RML organized into two round-the-clock working periods interspersed with two sleeping periods. Men performed pickup and delivery service and gave a hand to maintenance.

DC-6A turn-arounds, which normally take three hours were cut generally to two hours and one was even accomplished in an hour.

The period had its sadness, too. John Long's father-in-law died and he took off only enough time to rush home for the funeral. Dick Powell's wife became critically ill. He rushed home, to return as quickly as she improved.

Ed Trot won the sobriquet, "Matchless" by constantly bumping matches. When one of the visiting firemen returned home, the first thing he did was send Ed a case of matches.

Another measurement of the activity was Hembree's rented car, in which he shuttled men back and forth from motels to the field and picked up freight in between. He ran up 1,117 miles in two weeks, with no trip probably longer than 20 miles, and most of them much shorter.

### We're Not Mad

The BUR crew, under Don Bacon, Jim Giffin, Holden Brooks, Dick Spahr, Bill White and Shorty Russell, kept the freight moving on the premise that "we're not mad at anybody but it took a long time to build up these customers and we aren't going to lose them."

Cat-napping, sleeping on freight and now and then in a crew bunk, grabbing quick sandwiches and coffee and working without relief from three to 10-day stretches were Fred Griggs, Bill Larsen, Ken Fredine, Bob Rawlinson, Ray Metcalf, Frank Simpkins, Buzz Russel, Les Mayer, Manny Bernal, Lew Ayres and Steve Baird.

Wives brought in change of clothing and Fred Benninger will not be allowed to forget the day when the treasury's guardian opened the canteen and told them all: "Help yourselves." They did.

Nor will they forget Fredine. He snored so loud they finally isolated him in a corner of the station.

In spare moments, maintenance personnel helped work the freight loads on the ship and on to the trucks. The pickup-and-delivery operation showed a 100 per cent increase in performance, in which Hank Hadenfeld starred. Approaching the field, his gas pedal stuck. Blowing his horn, waving his arms and shouting, he high-balled into the field with a roar like a jet. Luckily he and men about the gate escaped injury.

The period had its freight problems, too, such as the two ship's propellers, each weighing 7,000 pounds from PHL for BFL. On the transload, BUR lacked a fork

lift big enough to handle the propellers. Rather than waste time getting a crane, all available manpower jumped on the back of a lift and balanced it while it lowered the propellers to the ground.

And there was the milling machine, 3,000 pounds from BUR to CLE, which, with its crate, was too big for the aircraft door. Notified of the situation, the customer rushed two experts to the field and with the help of the cargo crew, they disassembled part of the machine, chopped off some of the crate and got it aboard ship and out of BUR on time.

### Cool in Newark

When he was asked about the going in EWR, Joe Healy came up with this classic:

"Well, we kept the New York area pretty cool with the fans and they kept us blue in the face."

He referred to the record-breaking fan shipments from MKE and Memphis which customers shipped in to sell during the east's blistering heat wave.

Maintenance, Sales, CONOPS all joined hands to keep the EWR freight moving, under the guidance of Healy and Art Ives. One of the outstanding performances accomplished by this mixed crew was a fully loaded DC-6A which was turned around in three hours with another full load, including horses, and dispatched on schedule, in addition to which the station got out two C-46 schedules on time a half-hour later.

Clarence Cooper came down from HFD to help, along with Etrano Del Grosso and Bob Griffenburgh from PHL. They gave a hand to Pete Healy, Mike Melnick, Bob Miklas and Pete Leck, the EWR agents on their 6 a.m., to midnight work schedule.

Joe Healy summed it up by saying:

"We moved thousands and thousands of pounds of freight and it was spectacular the way the boys got it done."

At CHI. Bud Whitney was on vacation when the strike broke and Wally Birns jumped into the gap and kept the freight wheels turning, without any interruption in service. On the firing line with him were Jess Johnson, Charles Villas, Will Jenkins, Dick McDaniel, John Jendusiak, Ralph Tanis, Stan Kwick, Bob Harty, John Rusnak and Cleo Brown.

### Fabulous!

Frank Lynott and Ed Hembree, burning the midnight oil in BUR—and the telephone wires—called the performance "fabulous."

Lynott said the "ingenuity of station personnel in meeting the emergency was beyond all expectations. The boys figured fast and they used their heads. The work performed in the other stations when their men had to leave to go to RML or EWR was outstanding. Short-handed as they were, you would not have known they were missing a single man. They put in some terrific work and it was an object lesson to all of us what can be done with experienced men who know their jobs and what to do."

He said the DC-6A arrivals in BUR from the east were "terrific."

"We have been constantly, the first carrier to arrive on the coast from New York. Our short haul schedules held up exceptionally well and the performance was outstanding."

### Sympathy

Sympathy is extended to three men at Burbank Maintenance who suffered family tragedies during the strike. Chuck Steeves father died in Minneapolis and Ray Kirkpatrick lost his father at Burbank. Augie Droll's mother died at Burbank. Despite their losses, the men returned immediately to work after attending family funerals.

## Big Chicago Store Pays Unusual Tribute to FTL Charter Service

Frank Clain of CHI came up with one of the finest testimonials ever paid to FTL in July—a two-column, page long advertisement run in the Chicago Tribune by Maurice L. Rothschild & Co., one of the famous Loop's biggest stores, complimenting the airline on its service.

In addition, the Tribune ran a two-column news picture of the event that produced the salute, charter flights from HFD bringing 40,000 pounds of carpets to the store to replace those lost in a fire.

Here's what the store said in the ad: "It may be a bit repetitious to talk about carpets because we told you the other day how Marshall Field & Company came in at a moment's notice with men and trucks to remove our wet carpet. But the way our new carpet came to Chicago is interesting.

"Back in World War II days, a group of volunteers that called themselves the Flying Tigers flew supplies from India over the Hump to Burma. When Field's wanted to get our carpets to us in a hurry, they hired the Flying Tigers of today, directed by one of the original pilots, Robert Prescott.

"Now we're hardly comparing our problems to those the Flying Tigers had when they flew the Hump in China but nonetheless, getting those 4,000 yards of carpet was vital to us. When you visualize 3 huge transports winging their way thru the night from Thompsonville, Connecticut, to Chicago, you get almost as romantic a picture as the flying carpet of the Arabian Nights."

Thank you, Maurice L. Rothschild & Co., and orchids to CHI, HFD and the flight crews.

## Strike is Another "Problem" for Boys in Flight Control

One of the hottest spots on the airline is the flight control office, where Doug Smith and his boys hold forth 24 hours a day.

Doug, dubbed "Abe" by George Cussen, takes his flight logs every week day morning and tells an assembled audience of management from Bob Prescott on down what happened and why in the past 24 hours. And some of the questions are enough to rattle your teeth, as George would say. However, to our knowledge, "Abe" has a perfect T-T record—never a loss of temper or tongue.

So, when asked how everything had been during the strike, "Abe" had a typical reply:

"Well, it was just another problem. We have them every day, so we're used to it. Actually, about all I can think of is that Dick Shaklee got a serious kidney infection the day the ruckus started and he was out for six weeks. Outside of that shortage, everything was normal.

"We had fewer ground delays due to accidents in the past 60 days than we usually have, which is a tribute to the boys who did such a fine job of getting the ships in and out.

"Our company is used to problems, so another wouldn't wreck us, as some might think. I think it was the philosophy that the company has always had that showed up so well in results during the strike. If people told you something couldn't be done, we just figured out a way to do it. After all, we are the 'can do' airline."



## SOAP BOX DERBY WINNER FLOWN ON FTL

The prize-winning entry from Long Beach in the annual Soap Box Derby contest at Akron, O., was flown from Long Beach to CAK by FTL. Here 14-year-old Albert Cobbler, who will drive the car, and Joe Ryan, Long Beach sales representative for FTL, get ready to load it aboard the DC-6A. Albert built the car for \$9.56 and it is insured for \$5,000. He started work on it in January. The design is taken from the cross section of an aircraft wing. Notice the wrapping on the wheels. Albert insisted on this to keep any dust out of the bearings. He was the winner among 315 contestants, capturing all seven elimination contests. He is in the 10th grade of school at Long Beach.

## FTL SETS RECORDS FOR JUNE TRAFFIC

In modern prose, you would say that in June The Flying Tiger Line was "busted out all over."

The airline recorded the largest June air freight business in its history—revenues of \$641,000 vs. \$389,000 a year ago.

Our aircraft flew 5,873 hours in June against 4,051 a year ago and, for the benefit of any doubting Thomas, our June hours topped May, 1955, by nearly 900.

CONOPS broke all June records since Korea days, compiling revenues of \$1,431,000, or about seven times the contract volume of a year ago.

All of which is to say nothing of performance records shattered by maintenance and freight operations. Operational checks, turn-arounds and freight loading performances ran up so many records that even Dick Yung's IBM machines might find the compilation job troublesome.

## First Electronic Duplicator on FTL

The first electronic duplicator to be used in the Western states arrived at the Oakland Airport on a Flying Tiger cargo plane for consignment to the Peck Office Appliance Company.

The unique machine will mimeograph pictures and fine line drawings by direct reproduction, according to Edward E. Peck, head of the appliance company. It is known as the Roneo Electronic Stencil Machine and is manufactured by Roneo, Ltd., of London, England. The only other machine of its type in the United States is now being used in New York City.

"The Roneo Electronic Duplicator has several advantages over the conventional stencil-making machines," Peck said. "The stencil is made directly from the original, without any intermediate photographic work, and the cost per processed stencil is constant regardless of the nature of the original copy, hence is often less than for manual or photographic stencil-cutting of illustrations. Also, the quality of reproduction made from the stencils is often actually comparable to original photos."

Peck stated that he had selected the Flying Tigers to convey the machine because of the airline's experience in handling delicate electronic equipment.

## MAINTENANCE FORCE TOTALS 176 AUG. 1

Since the list of names of those who worked in maintenance is so long that it would take most of the issue to tell about them—poor substitute that it is, let it be said that on August 1 a total of 176 personnel were working in maintenance system-wide, out of an original force of some 407 pre-strike.

"We want to express our deep thanks and appreciation for the loyalty of these employees, who made the company's record outstanding during this emergency," George Messenger and Red Duehn said.

## A Picket(t) Causes DC-6A Delay

Al Pickett, Burbank salesman, has a repaired abdomen and a record of being the only man during the strike who caused an infight delay.

And, Captain Jack Morris is now becoming better known as "Doctor" Morris.

Jack took the DC-6A flight, No. 151, out of Newark at 10:25 p.m., July 1, fully intending to fly non-stop to Detroit. Al Pickett was aboard with Barry Rogers, SFO customs expert.

Suddenly, Al experienced an earthquake at the belt line. Just where Capt. Morris acquired his experience is an unknown factor, but he diagnosed Al's trouble as appendicitis.

Declaring a medical emergency, Jack landed at Buffalo at 0010 and an hour later, Pickett was on an operating table, losing his appendix.

Tom Fydell, CAA Inspector from Burbank, was also aboard and said while he knew Jack had lots of flying experience, he never suspected his medical capabilities.

Asked for comment, Morris replied with characteristic modesty: "It was nothing—nothing at all."

## FTL Stewardess Roll Now Near 80-Mark

It always surprises a lot of people to learn that stewardesses are as much a part of the airline as cargo handlers.

"Stewardesses for a freight airline!" they ask incredulously.

However, FTL hauls quite a lot of important freight other than property, as we all know and after September 1, we'll probably have more stewardesses than some passenger lines.

With the expansion of CONOPS, the company is rapidly increasing its roster of stewardesses. We had 30 on June 1, 60 on August 1 and we'll probably have 80 by September 1.

Here are the list of new girls as of publication date:

- Patricia West
- Mary Tatro
- Emily Hajduk
- Merrilyn Knapp
- Geraldine Johnson
- Rhea Ingbretson
- Nancy Keiser
- Barbara Burns
- Lois Higgins
- Barbara Wamsley
- Marilyn Martin
- Jackie Van Sickle
- Thelma Lystad
- Joyce Oslund
- Constance Stead
- Jeanine Frederick
- Joanne Bidwell
- Donna Bell
- Patricia Bluth
- May Simonson
- Katheryn Copie
- L'Ella Griffin
- Marianna Cooke
- Maureen McDiarmid
- Bonna Balcom
- Betty Brewer
- Lenore Lazarus
- Betty Boyer
- Mila Eaton
- Betty Araginez
- Mary Auer

## FTL Slogan Brings Back War Memories to Customer

The following letter, addressed to FTL from Mr. Edward J. Voogd, purchasing agent for Davis Products Company of Niles, Michigan, reveals an interesting sidelight on the Tigers' slogan, "Anything, Anywhere, Anytime."

"On your enclosed literature received today, we noticed very specially the heading at the top. 'Anything, Anywhere, Anytime.'"

"This heading has brought back many memories, and thought perhaps it was derived from the thought which entered my mind when I first saw it. This sentence was the trademark of the 39th Infantry Regiment of the 9th Division in the European Theater during World War II. The derivation was received from a Colonel Flynn who had a Texas ranch, and AAA Bar O was his cattle brand. This was in the form of three A's with a zero on the end a bar through all the A's which also served as a crosspiece for the letter 'A'.

"This cattle brand was stenciled on our steel helmets after Colonel Flynn was killed during the battle of St. Lo. The Colonel was shot while standing in a jeep directing his forces. This trademark of 'Anything, Anywhere, Anytime' was a key word in the First Army in Europe and even showed in several of the German cartoons in their war newspaper.

"Just thought you might be interested."

Someone has figured out that the peak years of mental activity must be between the ages of four and eighteen. At four, we know all the questions . . . at eighteen, we know all the answers.

## FTL SIGNS THREE NEW INTERLINE AGREEMENTS

Interline freight exchange agreements with three international air carriers have been completed by Flying Tigers, Mayo Thomas, interline manager, announced recently.

The carriers are Lufthansa, the new German airline which will begin overseas operations shortly, Linee Aeree Italiane, operating from New York to Italy, and Empresa De Viacao Aerea Rio Grandense, known as "Varig," which will start operating in a few weeks from New York to South America.

Joint and through rates over the Tigers' domestic air freight system and the overseas lines of the three foreign carriers will be available under the agreements.

## TIGER POLL

QUESTION: What is your solution to the L.A. smog problem?

FRANCES FLETCHER—Credit



& Collections Mgr.: I know very little about it and I don't know of any simple solution. All I know is that I suffer with it. I am just waiting for these high-salaried experts to solve the problem and in the meantime I am going to suffer through it.

BILL TUFTS—Mgr. Insurance & Claims: It is a proven fact that where there is movement of air we do not have smog. I think that a series of large fans or windmills, similar to those recently installed in the orchards to dissipate frost, should be installed at heavy traffic points and industrial centers. This should solve the problem or at least relieve the situation.



## FTL Charters Take Fans and Horses at a Record Pace

FTL freight records fell like snowflakes in June and July, despite the achievement of another first by the nation's first air freight line—the first air freight strike.

Elsewhere we have talked about the record-breaking months of June and July, each of which far exceeded last year but there were two other records which deserve special mention.

The first was the tremendous movement of electric fans and window coolers from MKE and Memphis to PHL and EWR. FTL did a lot to cool off the sweltering east, which underwent one of the hottest summers in many years.

Planeload after planeload of fans were flown by charter from Memphis to PHL. The total movement exceeded 500,000 pounds, one of the biggest over-all commodity shipments in the company's history. No finer tribute could have been paid for all the effort expended on this movement than the letter which came to George Cussen from N. J. Murr, district manager of the Hunter Fan & Ventilating Co., Upper Darby, Pa.

### A Bow to FTL

Remarking how FTL spotted plane after plane in Memphis, factory headquarters of Hunter, and flew the fans to PHL. "getting us out of a bad jam with practically no sales lost and everybody enjoying a nice profit," Mr. Murr added:

"We are glad to know you folks and the efficiency, courtesy, energy and co-operation of all concerned was just grand to watch. Vern Gray, PHL, Doug Smith, BUR, all the air crews and the ground personnel in Philadelphia have our sincere thanks and deserve your commendation. We are investigating ways and means to use your equipment more extensively."

The other record is one marked for the personal attention of Bob Prescott.

Sometime ago, he told sales that he never saw any horses on the airline any more.

Sales is off the hook on that one now. From June 1 to July 1, the airline carried more than 50 horses, an all-time record, including 34 by charter. Such famous steeds as Social Outcast, \$100,000 winner at Hollywood Park, and the Irish champion, Arctic Way, were among the bluebloods on FTL aircraft.

RALPH STUMP—Controller:



After a lot of serious consideration, my solution to the problem is for Flying Tigers to get a contract with the city and haul the smog out to Palmdale.

ELLEN WARNER—Secretary to Mr. Prescott:



When the Indians first settled in this part of the country they named it "Smokey Valley." Since this indicates that there has always been smog, I think there will be smog when the Martians get here. My personal solution would be to move to the other side of the hills.

ART MEYER—Personnel Director: If I weren't a native son of L.A., I would say that with all the huffing and puffing of commerce does, they should be able to blow the smog away.



## ROY G. McLAIN NAMED CHIEF FLIGHT ENGINEER

Roy G. McLain has been named chief flight engineer for FTL, according to a bulletin from Ed Pinke, superintendent of flight operations. McLain replaces C. H. Cerniway who has returned to flying duties.

Prior to joining FTL in the early part of August, 1955, McLain was associated with Japan Air Lines and Transocean Air Lines as a DC-6 pilot and ground instructor. His background also includes ten years as an instructor for the U.S. Navy.

McLain is married and has three children.



FRENCH BOY SCOUTS ON FTL—Howard R. Brown, FTL navigator, took this picture of one of the CONOPS flights as it paused at Santa Maria, in the Azores with one of our groups of French Boy Scouts on 058. The boys were enroute from Paris to Montreal.

## Credit Union Places \$3000 Maximum on Share Accounts

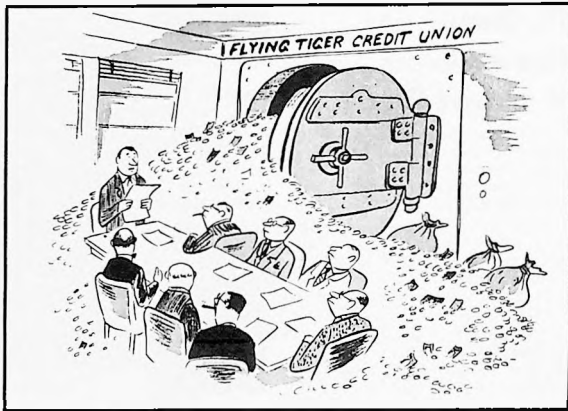
The board of directors of your credit union recently approved a resolution which establishes a maximum of \$3000 on all share accounts (savings) in the Flying Tiger Employees Federal Credit Union. This means that no member, including family, may have in excess of this amount on deposit with the credit union.

This action was taken after an investigation of all accounts revealed that an inequitable amount of dividend payments are being paid to a very few members who have large share accounts. The board of directors feels that it is its duty to protect the interests of the small investors by affording them an opportunity to accumulate savings on which a reasonable dividend can be paid.

Not only is the bulk of dividend payments made to a few large investors, but the credit union now

finds itself in a position where it has a surplus of cash which cannot be loaned back to members. This surplus must be invested, by the credit union, in savings and loan organizations where it earns a relatively low rate of interest. The board realizes that if a good portion of surplus cash is earning only 3 to 3½ percent interest, the credit union will be in no position to pay a dividend at year end of 5 or 6 percent as has been done in the past.

Therefore, in order to cut down surplus cash and thereby bring about a better balance between cash deposits and money out on loan to members, the board has established the \$3000 maximum on share accounts. Payroll deductions will be automatically stopped when an account reaches the maximum amount and no further deposits will be accepted.



... In plain words, gentlemen... we MUST loan some of this dough...

## Shelley Green "Deported" to Europe

Shelley Green, executive secretary to Fred Benninger, is at this writing, on the other side of the globe "somewhere in Europe, the British Isles (including North Ireland) and/or the Southern Emerald Isle."

On July 8th Sadie Elliott gave a Bon Voyage-and-we-hope-you-get-back-someday" cocktail party at her home, followed by dinner at Bill Story's.

For the past few months Shelley has been receiving expert advice



from seasoned travellers as to what and what not to take along. As a result, well-wishing friends Irene Klein, Dode Penrod, Jean Weatherington, Betty Avery, Frances Fletcher, Veva Temple, Ellen Warner, Katherine Smith and Sadie's co-hostess Marion Kenny, collected

## Passenger Salutes Work of Stewardesses

One of the finest tributes ever paid to the ideal of good service came to Eve Matot, chief stewardess, for the work three FTL stewardesses performed on a flight to Europe with CAA employees July 17 from Brussels to Washington via London.

Mary R. Young, one of the passengers, wrote:

"Miss Edith Levy, Miss Gwen Perkins and I were passengers on the CAA chartered Flying Tiger flight from Brussels, via London, to Washington which left Brussels on July 17. Not only do we wish to commend your company for its efficient handling of the flight, but most particularly I wish to say to you on behalf of all three of us that your stewardesses and nurse, Marie Flesher, Jerrie Johnson and Pat West did a really fine job under the most trying conditions."

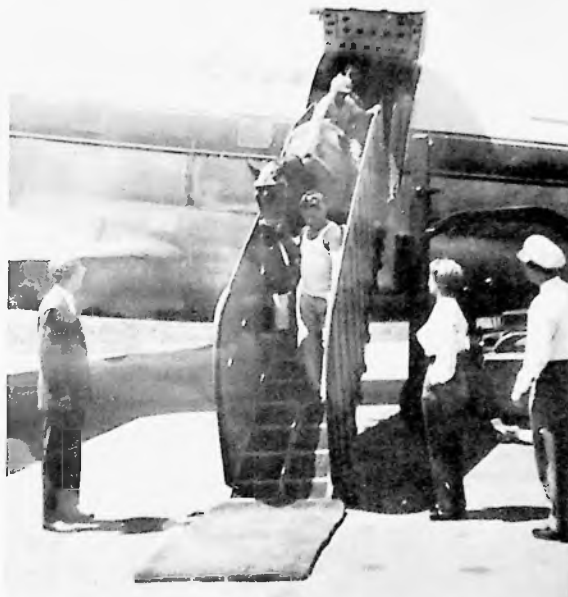
a shower of gifts including everything from a box of flea powder to a complete set of jail breaking tools, antique money and other "useful" items indicated in the picture.

Shelley, with two friends, sailed for Paris on the Ile de France where they bought a small French car for a three month tour of the Continent from Sweden to Italy (including Vienna).

Last report from London indicates they are making out very well with the foreign languages, even English, but not so good with the foreign exchange.

If all goes well and no anticipated catastrophes occur, Shelley will return via Air France sometime in October.

## CHARTER BRINGS PLAUDITS TO BUF



Mrs. Kennedy (right) and Mr. Veale watch unloading of BUR-BUF horse shipment.

A shipment of three racing thorough-bred horses from Hollywood Park, at Los Angeles to Buffalo brought FTL some of the best publicity it has received in the Buffalo area, Herb Bornemann reports.

"With the very able assistance of Joe Cronyn, Carrier Service Company, and the splendid cooperation of Capt. Wayne Peake and Co-Pilot D. Broderson, plus the help of everyone at the station, we were able to get some very successful publicity," Bornemann said.

The horses, Marked Game, Enjoy Yourself and Fair Elm, were flown to BUF by Mrs. D. J. Kennedy of Winnipeg and Tinkham Veale, of Lexington, Ky., to compete at the new Ft. Erie track. Mrs. Kennedy owns one of the top breeding farms of western Canada.

Bornemann said the arrival was featured on WGR-TV and the Buffalo Courier-Express ran a two column picture story on the unloading of the horses from the FTL freighter. He said the owners of the horses "were very enthusiastic and pleased over the way the whole project was handled and especially the cooperation and courtesy of FTL personnel."



Washington, D.C.—The Civil Aeronautics Club, made up of Civil Aeronautics Board and Civil Aeronautics Administration employees, launched a new idea in flying vacations for Government workers when they boarded a Flying Tiger DC-6 at Washington, D.C., bound for London and Brussels.

The revised CAB policy on overseas passenger

charters enabled club members and their families to charter FTL aircraft at a cost of \$260 per person for a round-trip to Europe. Club President Harry Pickering predicted that the idea will "soon be adopted by many other Government agencies because it provides wonderful vacations at minimum expense."

## Maintenance Wins Sleep Crown

George Messenger, vice-president of maintenance, won the all-time, long-distance king-size championship for sleeping on the job during the strike.

This gem of news may come as a shock to a lot of people who saw George everywhere and everywhere in Burbank during the strike, from sweeping out hangars to keeping his orderly desk orderly but it still remains a fact.

Until weeks later, George isn't sure just what day, he never left the plant, cat-napping when he got a chance on a cot in his office.

He didn't mind this. What he got tired of was paying for the lunches of Fred Benninger and Parker Goldsmith. George says he had the worst run of luck at rock-paper-and scissors since his last trip to Las Vegas, which, he added, was so long ago he had almost forgotten it until this episode.

## WALTER BURNS NAMED CHI STATION MANAGER

The appointment of Walter S. Burns as FTL's station manager at CHI has been announced by Ed Hembree, director of ground operations. Walter replaces Homer Whitney who is transferring to flight control in BUR.

Walter joined FTL in the latter part of 1949 and has since served as station agent at CHI and station manager at PDX.

Mark Twain was once asked the difference between a mistake and a blunder. He explained it this way: If you walk into a restaurant and walk out with someone's silk umbrella and leave your own cotton one, that's a mistake. But if you pick up someone's cotton umbrella and leave your own silk one, that's a blunder.