

Tigerreview

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New Planes, Lower Rates Make Airfreight Prospects Bright for 1956

The prospects for air freight in 1956 were reviewed by Robert W. Prescott, FTL president, in the following statement for the Commercial and Financial Chronicle of New York:

The air freight industry should experience one of its best years of growth in 1956.

Several dynamic factors can contribute to such a record.

One of them is the addition of new planes to the all-cargo fleet now flying in the United States. A second is the prospect of lower rates for large volume shipments.

Several of the major carriers will get delivery this year of new all-cargo freighters of a type which already has proved its productivity in the development of freight traffic. I refer to the Lockheed 1049H and the Douglas DC-6A models.

These airplanes, flying one-third faster than the commercial air freighters in general use prior to their introduction, and carrying one-half to twice as much payload, showed in 1955 what could be done with advanced equipment.

In our own company, we recorded last year the most important increase of volume in our history. Air freight traffic totaled approximately 59 million ton miles on our system, a gain of approximately 63 per cent over 1954.

This gain was due primarily to the fact that in 1955 we were able, for the first time, to operate a full DC-6A fleet on our transcontinental schedules. Since this airplane produces more than twice as many ton miles per flying hour than the DC-4, heretofore the largest aircraft in commercial freight service, we were able to show an increase of more than 23 million ton miles of freight traffic, compared to 1954.

The Lockheed 1049H aircraft, with which we will replace our DC-6A fleet, will have a productivity factor nearly 50 per cent greater than the DC-6A, enabling us to move a still larger volume of traffic when these new ships come into service.

Along with new, more productive aircraft, we are hopeful of creating a more attractive rate structure for large volume shipments. Such a proposal is now before the Civil Aeronautics Board. If it is accepted, rates on large volume shipments will drop as much as 30 per cent.

Such a reduction will be a further incentive for the use of air freight by industry, which, in 1955, moved more products by air than in any previous year.

From the standpoint of the carrier, these prospects offer sound prospects for a good basis of earnings in the future.

While operating costs have increased in many directions, the new-type freight aircraft provide an off-set to this trend.

The DC-6A operating costs are from six to eight cents a ton mile less than the DC-4. We estimate

'55 Flying Tiger Traffic Tops All Previous Records

Air freight traffic on The Flying Tiger Line in 1955 exceeded all previous records in the carrier's history and topped 1954 by 63 per cent, George T. Cussen, vice-president, has announced.

The airline carried 59,697,650 ton miles of freight traffic in 1955, compared to 36,595,231 ton miles in 1954. The previous high mark was in 1953, when the carrier reported 51,324,134 ton miles, or 16 per cent less than in 1955.

December traffic totaled 5,871,347 ton miles, the highest for that month in the carrier's record, and a gain of 108 per cent over the same month a year ago, when the airline carried 2,829,762 ton miles.

"January traffic is continuing at a high rate and is nearly double that of January, 1955," Cussen said. "We expect our traffic for the first half of 1956 to show a substantial increase over a year ago."

FTL Shippers To Get New Cargo Service To South

A new all-cargo service to the south which will provide important connections for shippers on The Flying Tiger Air Freight System gets underway January 20 when Riddle Airlines, Inc., the nation's third all-freight air carrier, starts service to the south from major eastern and midwestern terminals.

Riddle will serve Jacksonville, Fla., Washington, D. C., Baltimore, Md., Philadelphia, Pa., Boston, Mass., Atlanta, Ga., Cincinnati, O., Cleveland, O., Detroit, Mich., and Chicago, Ill.

On March 1, service will start to Richmond, Va., Louisville, Ky., Indianapolis, Ind., and Columbus, O.

FTL will make principal connections with Riddle at Chicago, Philadelphia, Cleveland and Detroit.

The 1049H will be 10 per cent cheaper to fly than the DC-6A.

The twin factors of lower flying costs made possible by larger faster equipment and the payload increase that can be achieved with such aircraft point the way to steady industry growth and better earnings.

CAB Examiner Includes Mail and Express Rights In Recommendation for FTL Certificate Renewal

Renewal of the certificate of public convenience and necessity of The Flying Tiger Line for a period of seven years and authorization for the carrier to engage in the transport of property, mail and air express have been recommended to the Civil Aeronautics Board by Examiner James S. Keith.

Keith conducted the hearings in the Air Freight Renewal Case last year. His recommendations go to the Board for final approval, action on which is expected within the next few months.

In his report, Keith also recommended that the airline be certificated to serve all points now receiving regular service, plus Salt Lake City and North Platte, Neb. Specific authorization permitting FTL to carry on its hub-trucking program between certain terminals also was suggested by the examiner.

The examiner's report marks the first time that FTL has been recommended for full mail and express rights, although the examiner specifically advised against any inclusion of subsidy payments in any mail authorization given to FTL.

In reaching his decision, Examiner Keith disposed of the opposi-

tion arguments of various passenger lines by declaring:

"The beneficial results of the air freight experiment, the future of the air freight market, and the utility of the all-cargo carrier in fostering its development, as well as the usefulness of such carrier in making available additional facilities for military needs and charters and special services, require the renewal of the air freight experiment for a further test period."

"Without the Crutch of Subsidy"

Keith recognized that in the development of the air freight business, it has been necessary to supplement air freight traffic with other traffic operations productive of profitable income. He said:

"The Board, in the Transatlantic Cargo Case, found that the operations of Slick and Tigers had been conducted 'without the crutch of subsidy,' and since it is hereinafter found that these carriers should not be authorized to carry mail on a subsidy basis, they should be encouraged to foster such other pertinent outside activities as military contracts, other charters and supply and service. The recognition that outside or supplemental activi-

ties are essential to facilitate profitable common carriage operations and financial stability should not be regarded as a mandate for all-cargo carriers to underemphasize their common carriage and developmental responsibilities."

Discussing the objectives which the Board hoped would be realized when it certificated the all-freight air carriers in 1949, Keith said that various circumstances had combined to prevent full realization of the Board expectations.

"However," he wrote, "it is fair to state that, all things considered, the minor innovations of the all-cargo carriers and the introduction of the DC-6A into air freight service have probably had a stimulating effect on the passenger carriers and have not permitted the latter to divert their attentions from the air freight market."

"With respect to providing a 'useful and important yardstick in measuring costs at a critical period in the development of air freight'—(an objective stressed by the Board in its 1949 certificate decision)—the all-cargo carriers have, despite problems of allocations, supplied the Board with fairly reliable cost data. On the other hand, the passenger carriers, because of their multiple services and the numerous problems involved in allocating costs between the various type of services, it has been practically impossible to determine the proper cost level of freight service."

"Feasible Yardstick"

"... it is clear that they (the all-cargo carriers) have provided and will continue to provide the only feasible yardstick for measuring the cost of air freight service in all-cargo equipment."

Keith also pointed out that "it appears that the services of Slick and Tigers have had the effect of lowering rates at points served in common with the passenger carriers. The record shows that the passenger carriers generally employ a rate system which is at two levels, viz., 20 cents per ton-mile (the low rate) between certain cities and about 23 cents (the high rate) between others, and that the lower rate is employed predominantly at the cities where Slick and Tigers have published a rate."

"The interveners (passenger carriers) refuse to acknowledge that their rates are affected by competition from Slick and Tigers any more than by the other passenger carriers. They contend that they use the low rates where increases in volume are likely to result and the high rates at the cities where the potential is light."

"... The evidence, however, does not sustain them on any of these points."

Keith cited "the contributions of the all-cargo experiment (resulting in the vast movement of air freight which has been accounted for by the all-cargo carriers since

CREDIT UNION PLANS BARGAIN-RATE TOUR TO EUROPE

A round-trip to Europe for \$230!

Sounds fantastic but it can come true for Flying Tiger Credit Union members and their immediate families late this spring under a program being sponsored by the Flying Tiger Employees Federal Credit Union.

Subject to approval of the CAB, the company has agreed to lease a 68-seat DC-4 airplane to the Credit Union for a round-trip to Europe this spring for any of the Credit Union's members. The price on the airplane figures out to \$230 per seat for the round trip.

The plane is scheduled to depart from Burbank on May 4, with en-route stops at Chicago and Detroit to pick up passengers. Departure for Europe is set from Newark on May 6. The plane will fly to Frankfurt, Germany, arriving there May 7.

The return flight is scheduled out of Paris, France, on May 21, flying back to Burbank via Newark, Detroit and Chicago. The price of the trip will be \$230 per seat, irrespective of where you board the airplane.

The objective of the plan is to give FTL employees a chance to make a bargain-rate tour to Europe. The program grew out of a request by a group of employees for a low-cost charter trip to Europe this summer, and the Credit Union volunteered to take on sponsorship of such a flight if

(Continued on page 8)

true for Flying Tiger Credit Union members and their immediate families late this spring under a program being sponsored by the Flying Tiger Employees Federal Credit Union.

Tigers Praised For Help in Flood Emergency

A tribute to the Flying Tiger organization for the service rendered during the emergency flood conditions in Northern California was paid the airline by E. J. Dieter, western traffic agent of the Western Electric Company, San Francisco.

Writing to Hal Bauer, regional sales manager at SFO, Dieter said:

"Just a note to let you know how much I appreciated the assistance which you and George Zettler rendered during the recent flood emergency. The friendly spirit of cooperation which your organization displayed helped to beat the elements at their game and assisted in the expeditious restoration of communication facilities."

Zettler is district sales manager at SFO.

(Continued on page 8)

Golden Gate of the West - Flyi

Through the shores of the Golden Gate, around which much of the history of the West is written, and on the inland portion of San Francisco Bay, one of the world's greatest natural harbors, lie the SFO-OAK Stations of FTL's far-flung air freight system.

Into and out of this major transportation area, center for many years of railroad, ocean shipping and truck lines, FTL moves six scheduled flights daily, plus extra freight sections and a steady flow of CAMS—the movement by air of military troops.

Here, a total of 97 FTL personnel man two stations, SFO, on the southwestern shores of San Francisco Bay, some 15 miles south of picturesque San Francisco, and OAK, across the Bay in Oakland, industrial center of this area of some 3,000,000 people.

The SFO offices and warehouse are housed in an L-shaped, metal building, which, on the side facing the busy Bayshore highway,

main southbound thoroughfare out of San Francisco, FTL has erected a 40-foot long neon sign to spot its location to the public. The FTL location is just north of San Francisco's new 20 million dollar air terminal, one of the largest and most modern in the nation, situated on what is called San Francisco International Airport, an earth-filled area raised out of the side of San Francisco Bay.

OAK To SFO By Truck

Some 10 miles across the Bay is the Oakland station at Oakland Municipal Airport, a quonset structure on the west area of the field. There is the central point for pick-up and delivery of freight for the big Oakland industrial area and the vast agricultural regions of central California to the east—Sacramento, Stockton, and Fresno. Freight from these regions is trucked into OAK, where it is assembled for movement on FTL trucks over to SFO, across the seven-mile long San Mateo bridge, principal southern crossing of the big bay.

Visitors are more familiar with the huge San Francisco Bay Bridge, between San Francisco city and Oakland, and the great single span Golden Gate bridge, between San Francisco city and the San Rafael

country, leading to northern California.

Gateway To Orient

San Francisco, one of the nation's most unusual cities with its steep hills, cable cars, skyscrapers perched high atop the hills, fashionable shops and banking center, is the focal point of western history for it was not far from here, up the river, Sacramento-way, that the magic cry of "gold!" echoed around the world in 1849, leading to the vast immigration of people to the Far West and its ultimate development. Thus, San Francisco, in early days, sprang into leadership as the west's capital of finance and trade and principal gateway to the Orient through the fabulous Golden Gate.

Over the years, it became the transportation center of the west and was one of the first air freight stations to be opened on a regular basis by FTL in mid-1947.

In air freight, SFO-OAK combine to make this area the greatest source of flower traffic in the nation. The region is dotted with hundreds of greenhouses and open flower fields, which are particularly famous for their roses.

Other major sources of traffic include auto parts, machines and machine parts, electronic equipment, aircraft and aircraft parts, printed

matter, clothing and "in-bond" traffic from the Orient such as laces and embroideries.

Industrial Capital

Most of the industrial traffic is destined to or originates in Oakland, which has grown up on the eastern side of San Francisco Bay as the area's industrial capital. Oakland also is the base for major military installations and as a result all of the important CAM—military troop movements by air—originate here, with FTL averaging eight to 10 such flights per month. The airline has handled as many as eight flights in a single night.

SFO is the west's principal transload station, handling in excess of 1,600,000 pounds of transload in December, plus 1,088,000 pounds of originating or destination freight. The transload moves in and out of the Pacific Northwest—through Seattle and Portland—through San Francisco, northern terminal for FTL's daily DC-6A service. Additionally, SFO moves BUR—destined overflow freight from the east off its DC-6A to the south and, similarly, receives SFO—destined overflow freight from BUR's DC-6A schedule. These movements are accomplished with C-46 equipment, operating coastwise from BUR to BFI.

There are four C-46 schedules in and out of SFO daily, plus two DC-6A schedules and on the day the picture story was made of SFO-

OAK, a total of 11 freight flights were handled, plus one CAM. At one time of the day, there were six aircraft on the crowded FTL ramp—C-46's, C-54 and DC-6A equipment. A total of 119,200 pounds of freight was handled.

Tropical Birds To IBM Brain

The range of freight in the past month included everything from tropical birds to an IBM "brain" which rents for \$57,000 a month.

In addition to the freight flights, FTL uses SFO as a hub-trucking terminal for the major San Jose area to the south and the big industrial-shipyard area of Sausalito, north of San Francisco, which OAK serves as the hub-trucking terminal for the big region from Sacramento and Stockton south to Fresno, 200 miles to the southeast. FTL operates a total of 12 trucks in this area, including agents' equipment.

Growth of the station is illustrated by the fact that eight years ago, service was restricted to a single C-47 flight, with the personnel consisting of a station manager and a salesman. Originating freight totaled 60,000 pounds a month. Today, with 97 personnel, there are six daily flights for which the area originates more than a million pounds of freight a month.

Personnel consists of 41 flight personnel, 44 station employees, seven salesmen and five maintenance men.



(A) Here is FTL's SFO station from the Bayshore highway side of San Francisco International Airport. The 40-foot long neon sign is visible from the highway, a mile away.



(B) The OAK station, located across San Francisco Bay from the SFO station, is housed in this quonset building at Oakland Municipal Airport.

FTL Captain Arranges Reunion of Father-Daughter Separated 19 Years

A reunion between a father and daughter who had not seen each other for 19 years was brought about by Capt. Herb Wall in a chance meeting with a stewardess on whose line he was flying to make a crew connection last fall.

Herb was deadheading one night on a Pacific Southwest Airlines plane from Burbank to San Francisco. The stewardess, Dolores Paden, noting his uniform, inquired over a cup of coffee where he was headed for. Herb said he was enroute to San Francisco to take a flight to Detroit.

The stewardess remarked that her father lived somewhere in the Detroit area and she had not seen him since she was a baby 19 years ago. Herb asked if she would like to have him try and locate her father. She replied that she would

be most thankful for anything he could do.

When he landed in RML, Wall found the father's name in the Detroit telephone book but learned that he had moved sometime ago and his exact address wasn't known. Then he tried the Detroit Police Station, where the father had been a member of the police force for many years. Again, he ran into a blank wall. The station did not know his new address.

For several weeks, on each trip into RML, Herb kept calling the telephone listed for Felix Paden, the father, without success. One day, probably six weeks after his first call, Herb got an answer. The man confirmed that he was Felix Paden and Herb told him the story.

They set a meeting place and Herb said the father nearly broke down when he heard the whole story. He had been ill and away from home recuperating, he explained. On his next trip west, Herb got in touch with Miss Paden and she finally reached her father by telephone. The last Herb heard, the daughter and father were planning a reunion in California.

FTL Flies Vital Supplies to Flood-Stricken Area

The Northern California flood disaster of late December and early January, which inundated a score of cities, caused damage running into the millions and the loss of more than a dozen lives, presented FTL

with one of its most serious emergency lifts.

In a period of 10 days, the SFO-OAK station operated 22 charter flights, principally to Arcata, military airport 300 miles north of SFO. Many of the flights were flown under the most trying weather conditions, with crews reporting excessive icing conditions, yet the FTL operation was completed without mishap, a testimonial to the airline's outstanding record for emergency performance.

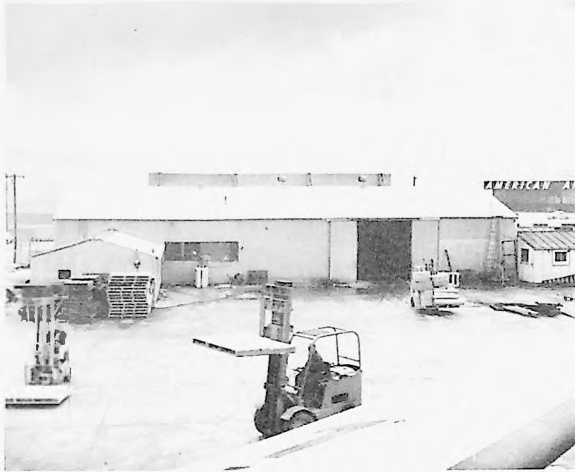
Using C-46 and C-54 equipment, the airline flew planeload after planeload of fresh meats, staple and perishable groceries, electrical and telephone equipment,

newspapers, cigarettes and beverages into the stricken area, which would have been threatened with famine conditions without the availability of emergency air lift. Charters were flown for Armour & Co., Swift, Safeway Stores, Western Electric, Glaser Bros., and the San Francisco Examiner. More than 200,000 pounds of goods were moved. Revenue to the airline exceeded \$15,000.

The charters were arranged by Regional Sales Manager Hal Bauer and District Sales Manager George Zettler, with Station Manager Roy Haworth and Dean Sheets, assistant station manager, following through on loading operations and Chief Pilot George Donahoe organizing flight crews.

The flights, which required an hour and twenty minutes each way, constituted a special tribute to FTL flight personnel at SFO-OAK, who volunteered to fly the emergency runs in order to provide the sorely-needed air lift.

ng Tiger's SFO-OAK Terminal



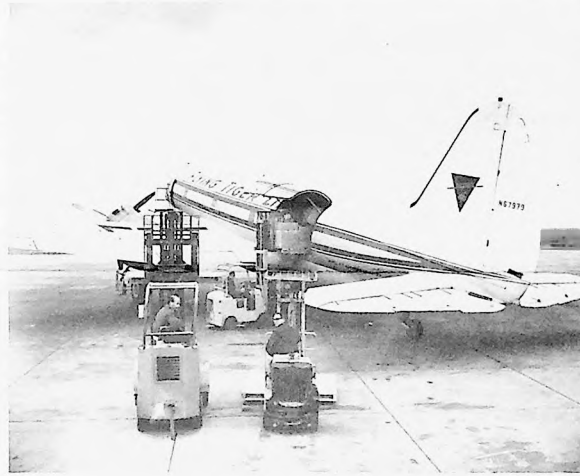
1. The "working" or field side of the SFO station, with freight moving into the warehouse from the ramp.



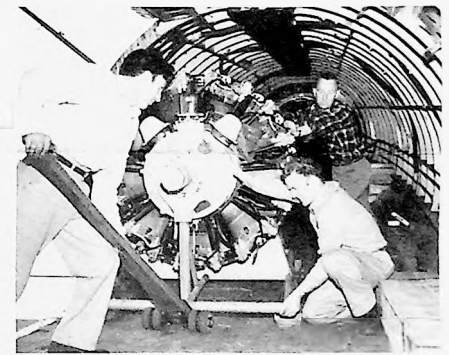
2. Warehouse interior of the SFO station with Fork Lift Operator Dave Smith bringing in an IBM machine.



3. Arthur Harmison (right), cargo handler, and Agent Dick Spinney look over a new electric cargo conveyor, which does a fast job of loading or unloading freight directly between truck and aircraft on package freight and flowers. SFO is the system's largest source of flower traffic.



4. The day's work starts at SFO with the arrival of the "461," the north-bound flight from BUR to SFO, bringing up Southern California freight and freight moving off the early morning DC-6A arrival at BUR—the "151"—for SFO-OAK and the Northwest. Here, on the fork lifts, left to right, are Howard Pearson, Jim Breese and Arthur Zulke.



5. Taking an engine off the "461" are Tony DeLoura (left) and Chuck McClelland (rear), cargo handlers, and Dispatcher Rod Hotchkiss. Note the engine rides on the new, lightweight type skid developed recently by FTL Engineering.



6. Since the "461" is a morning arrival and the freight is "hot," waiting trucks are always on hand to get it. Here Airborne Driver W. T. Peoples hustles a pallet load to his panel truck.



7. Deplaning from the "461" are Captain Greg Thomas (left) and Co-Pilot Arthur Rector, both SFO based.



8. Meantime, in the SFO office the Sales Force is busy digging up freight for the night flights. Hal Bauer, western regional manager (left), confers with Salesman Jack Brennan, formerly in Tokyo for FTL and on the SFO staff since September. Hazel Tomlinson, SFO secretary, checks freight manifests at her desk.



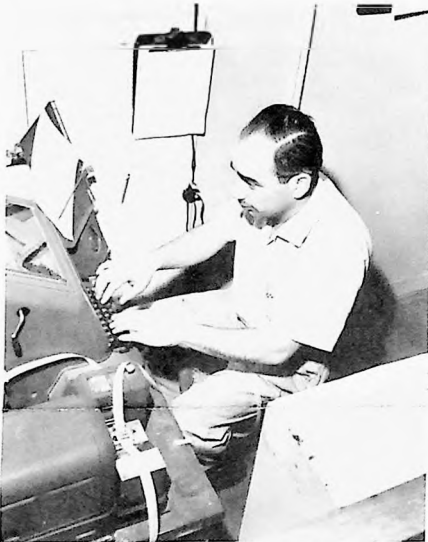
9. George Zettler, SFO district sales manager, traces a shipment for an inquiring customer, while Jeanne Seeger, secretary to Station Manager Roy Haworth, works on office detail.



10. Hal Bauer (right) explains some tariff interpretations to SFO's two newest salesmen, Jack Brennan (left) and Paul Massaro. Massaro, who came to SFO about a year ago, is one of FTL's veteran employees, having worked at Denver, Oakland, Honolulu, Tokyo and Frankfurt before proceeding to SFO.



11. The SFO station is a model of neatness. Working here are Station Manager Roy Haworth (foreground), Agent Mike Marque on the fone, Dispatcher Rod Hotchkiss at the TWX (rear) and Assistant Agent Robert King at the billing typewriter.



12. Agent Mike Marque gets off a TWX message.



13. Checking a credit rating in the dispatching office are Dispatcher Rod Hotchkiss and Chuck McClelland, cargo handler.



15. Over at Oakland, Regional Manager Hal Bauer confers with Bob Hendricks, newly-appointed DSM at OAK.



16. A surprise arrival at OAK the day our pictures were made was this P-40, with the famous Flying Tiger shark's mouth paint job. Hal Bauer (right) and Bob Hendricks (left) listen to Pilot Bill Paynter, of San Jose, explain how the P-40 is used by the Weather Modification Co., San Jose, for rain-making. Equipped with radar and electronic seeding equipment, the ship hunts out cloud formations and "seeds" them, bringing about rain conditions over agricultural areas. "The P-40 is a real good ship for this job, which is quite a little different than the use your boys made of it in China," Paynter said. Weather Modification Co., is operated by Bert O'Hanlon and John Battle, of San Jose, who lease the P-40 and other "rainmakers" from Keith Larkin, of San Jose Municipal Airport.



14. Lunch on the run is normal at SFO. Chuck McClelland takes on a hard-boiled egg while figuring some rates.



17. In charge of freight operations at OAK is Station Manager Dale Reichert, whose job also includes handling CAM flights, many of which originate at OAK.



18. SFO is one of the domestic FTL crew bases. In charge of this division is veteran FTL captain, George Donahoe (right), looking over an Arcata flight map with Hal Bauer. Arcata was the field used by FTL ships in shuttling emergency supplies to the flood disaster areas of northern California.



19. Meeting for a bit of scuttlebutt—and coffee—in the chief pilot's office are SFO Captains Curly Olson (left) and Greg Thomas (standing), Secretary Pat Strohmaier, and Co-Pilot Don Van Handel.



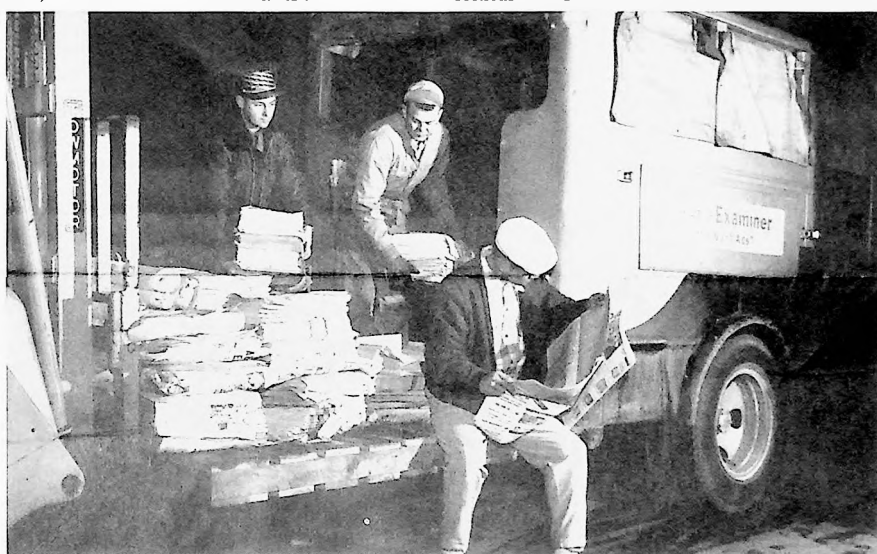
20. The SFO-OAK area is a strategic base for CO-NOPS, FTL's contract division. Headquartered there is "Robbie" Robinson, who started with FTL way back in '47, and handles FTL contract sales in this area. Here, Chief Stewardess Eve Matot goes over a catering problem with "Robbie." Besides the CAM flights in and out of the OAK station, SFO-OAK also handles trans-Pacific flights out of Travis Air Force Base, some 60 miles to the northwest.



21. With nighttime, freight begins to roll through the SFO station and crews arrive for the first flights. Here Co-Pilot Don Van Handel (left) and Captain Dick Rossi look over a flight clearance for the first of two sections to BUR.



22. Captain A. Perrault (left) signs the flight clearance prepared by Co-Pilot Joe Merlo for the second section to BUR.



23. First freight to arrive is a charter load of newspapers for the San Francisco Examiner to be flown to Arcata, aerial receiving base for flood-stricken Northern California. Robert Spence (left) and Vic Geary (center) start transferring papers to a waiting fork lift while John Cahill gets a fast look at the race results. When last heard, he was talking about "tomorrow."



24. Dean Sheets, assistant station manager, completes the tie-down of the newspapers. The load totaled 958 pounds for the charter, which is pretty expensive newspaper reading. The papers sold for 10c each but it cost about 50c each to get them to Arcata.



25. Flying the newspaper charter were Captain Curt Tally (right) and Co-Pilot Elgin Long. They arrived in Arcata in a driving rainstorm and a touch of carburetor ice along with it, which, needless to say, did nothing to lighten the flying burden.



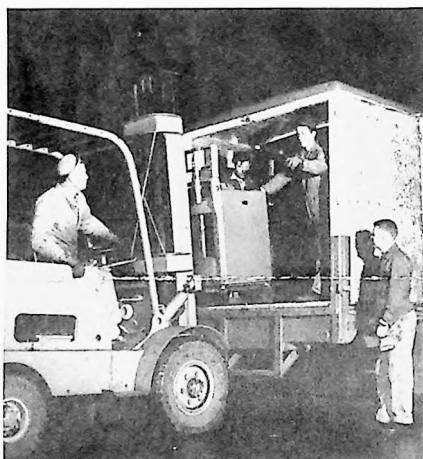
26. Clearing out the charter, Mechanics Lloyd Moore (left) and Roy Tripp pull away the nose ladder and wheel out the fire bottle.



27. Another of the many charters FTL flew to the flood area was this load of meat from Armour & Co.



28. Western Electric chartered another FTL ship to fly in a planeload of electrical and telephone equipment. Dispatcher Vern Chase helps load some of the equipment.



29. Getting back to normal freight movements, here Fork Lift Operator Vic Geary puts an IBM machine on an FTL truck. On the truck are Cargo Handlers Frank Mulholland (left) and Don Neathery, while Jack Kerrigan watches ground-side.



30. Flowers are among the largest sources of FTL freight out of SFO-OAK. Here a load is delivered with Frank Mulholland laying down the pallet and helping unload are (left to right) John Cahill, W. T. Peoples and Dave Smith.



31. Late last year, FTL began flying mail out of SFO for the Northwest. Loads now run from 2,000 to 3,000 pounds a night. Here Don Neathery unloads the last of 2,478 pounds of mail from an FTL pickup truck for the flight to PDX-BFI.



32. Busiest part of the night is the arrival of the "251" from RML. This DC-6A flight makes a fast two hour, forty-five minute turnaround. Here is the arrival scene on a rainy January night, with gas trucks and fork lifts on the job.



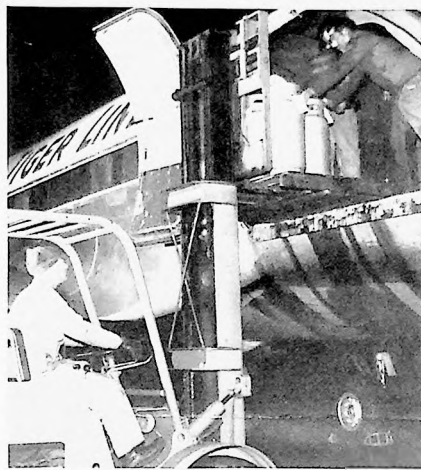
33. Captain Woodward lugs his bags to the station after flying the "251 in from RML.



34. While cargo handlers speed the unloading of the DC-6A and re-load it for the east, mechanics do a fast job of checking the aircraft. Roy Tripp checks the alcohol de-icing supply.



35. Lift bed trucks expedite the "251" off-load. Don Neathery, with Frank Baumeister behind him, haul packages off the ship.



36. Taking a load of electrical units off the "251" are Fork Lift Operator Dave Smith with Frank Mulholland in the ship.



37. Segregating freight for local delivery are Dave Smith (left) and John Cahill, working from the lift bed truck platform with freight off the "251."



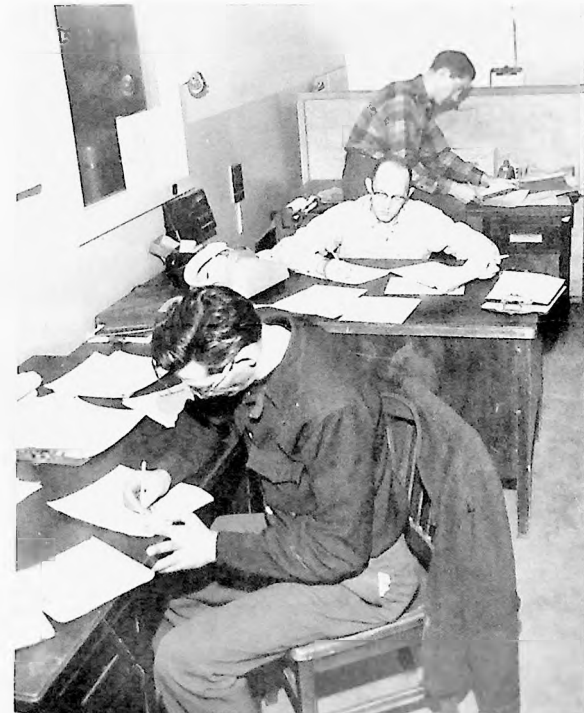
38. With the "251" turned around and departed as the "252," eastbound flight to CHI and RML, the cargo crews turn to loading the waiting C-46's for the Northwest and BUR. Filling up the "361" for PDX and BFI with a load of IBM machines and other freight are (left to right) Frank Mulholland, Jack Kerrigan and John Cahill.



39. One of the most interesting transloads caught by the FTL camera is the shipment of "very delicate" electronic equipment from BUR to PDX. Pre-palletized at BUR, the 4600-pound load was taken off an extra section from BUR and put aboard a second section of the "361" to the Northwest. The shipment, valued at \$100,000, is a highly intricate system of telephone testing equipment, which the Pacific Telephone & Telegraph Company ships each month to certain western areas for testing telephone station installations. Unloosening the tie-downs preparatory to trans-loading are Agent Cliff Chadwick (foreground), Lead Man Frank Baumeister (left rear) and Cargo Handler Frank Mulholland.



40. In the station, Roy Haworth, station manager (left foreground), Dean Sheets, assistant station manager (right), hold a conference with Agent Cliff Chadwick, back to camera. In background, left to right, Dispatcher Vern Chase and Lead Man Frank Baumeister, confer on a freight manifest.



41. Completing airbills and weight and balance are (front to rear) Frank Baumeister, Cliff Chadwick and Dean Sheets.



42. End of the night's operation, which saw 11 flights move through SFO in a 24-hour period, is John Snyder's maintenance shop, which is a system model for orderliness and good housekeeping. Floors are freshly painted and all equipment and tools are neatly hung from the wall or stored in spotless shelving. "We keep it up this way in our spare time," the boys explain. Snyder was off the night the pictures were made but here, left to right, are three of his crew—Lloyd Moore, Al Zimmerman and Roy Tripp.

Sales Contest Winners Receive Cash Awards

A sales lead which produced nearly 25,000 pounds of freight won first prize for Agent Irv Bielanski of Buffalo in the November freight sales contest, Pete Albert, General Sales Manager, announced.

Bielanski's effort was worth a \$75 check.

Second prize of \$50 went to L. Fleckenstein of Chicago Operations, whose tip on a mortuary led to shipment of a human remains on the airline.

Winner of third prize of \$25 was Sam Cravatta, Chicago agent, whose sales lead on a Chicago company resulted in a 6,600-pound shipment to Seattle.

In winning first prize, Bielanski gave the sales department a lead on a Buffalo electronics company, which produced more than 13,000 pounds of freight from Buffalo to Minneapolis-St. Paul and more than 11,000 pounds of freight from Minneapolis-St. Paul to Buffalo.

Albert urged company employees to jot down the names of companies which they know would be interested in air freight or might be using some other line. Such leads should be given to the sales office, which will acknowledge them by filling in a sales contest blank. If the lead is productive of freight, you may win some handy spending money.

CERTIFICATE RENEWAL

(Continued from page 1)
their certification. This movement has embraced not only scheduled services but a substantial amount of charter and contract work performed for our military establishments. The Board . . . recognized that the domestic and military charter work performed . . . provided a useful public service, an area of service in which the passenger carriers had not shown a substantial amount of interest."

He declared that the passenger carriers "completely ignore the military and charter services as a contribution to the public interest and instead emphasize their own share in the national defense program in providing equipment for the Korean airlift. While the role of the interveners in the Korean airlift was an important contribution to our national defense, the parts played by Slick and Tigers in military contract operations, particularly Tigers, were not of lesser consequence and the fact remains that they have benefited the national interest in this respect.

Substantial Contributions

"As to their over-all common carriage services, the contributions of Slick and Tigers have been substantial. In 1952, which was the best year these carriers have experienced in the common carriage movement, they produced a combined total of 86.5 million revenue ton-miles, nearly three times the volume accounted for by American, TWA and United in their all-cargo equipment and only slightly less than the total volume developed by these carriers in both cargo and passenger aircraft . . .

"What would have happened to our national defense efforts and to the commercial air freight market in the absence of the services of Slick and Tigers? Could the passenger air carriers have accommodated all of the Nation's needs, from both the military and commercial standpoint? The answer is probably no.

" . . . Had it not been for the existence of the all-cargo carriers in 1950 and thereafter, the chances are that our national defense effort, particularly in the Korean War, would have been retarded and the growth of common carriage of air freight greatly impeded."

European Episode

By Shelley Green

For three months of this year two friends and I had the pleasure of driving a French Citroen automobile through Europe. It's a good car, and we drove it approximately 7,500 miles with no trouble whatsoever. However, the glares and gestures of the police were a bit frightening at times. We made many mistakes—such as driving up one-way streets the wrong way—holding up traffic trying to find an address—swinging to the left when the police told us to go right, etc. But I wouldn't have traded the experience for anything!

We picked up the car at the factory in Paris. A driver took us to the outskirts of the city, explained things in French (of which we didn't understand a word) and sent us on our way. At LeTouquet we took the air ferry across the English Channel. British Customs officials were wonderful, but driving on the left side of the road was quite an experience, because we had a left-hand drive. It took all three of us to safely negotiate the narrow, winding roads. For instance, when we left London for Oxford it took us 3½ hours to travel 45 miles. However, I must admit it was a Bank Holiday (a 3-day weekend) and the traffic was horrible.

Nightmare of Bicycles

We toured England, Scotland and Ireland. Then put our car on the S.S. Patricia and sailed across the North Sea to Sweden. The Scandinavian countries are rugged and beautiful, and our favorite spot was Oslo, Norway. Copenhagen is a nightmare of bicycles and we refused to drive in the city, taking a bus or streetcar whenever necessary. While there we visited Tivoli, the giant amusement park that is known 'round the world.

From Denmark we passed through Northern Germany to Holland, Belgium and Luxembourg. Bruges, Belgium is an enchanting medieval city well worth a few days' stay. We traveled from Luxembourg up the Moselle River Valley (where we bought some of the celebrated wine to bring home) and down the Rhine River to Wiesbaden. Southern Germany is very beautiful, and the autobahns (freeways which stretch for miles) are a pleasure for fast driving. Heidelberg? Like a picture postcard. Barchtesgaden? Breathtaking. Apropos this village, it was interesting to learn that the German Government had completely destroyed all evidence of Hitler's home, as well

as those of other Nazis, so that the people could not make a shrine of the place.

Famed Blue Danube

We enjoyed a visit to Salsburg, Austria and stayed in Vienna for a few days, where we saw the famed Blue Danube which is only blue to those in love. Then we journeyed into Switzerland, a majestically beautiful land. A cogwheel railway took us up to the Jungfrau (one of the famous mountains) where we almost froze, it was so cold. (En route to Switzerland we came through the charming country of Lichtenstein. I'd never heard of it until we planned our trip!)

Eventually we reached Italy. Parts of it are very much like Southern California, and all of Italy is steeped in history. Rome is the most interesting city I visited and Florence isn't far behind. Venice is unusual—Sorrento lovely—and Capri quite an island.

Back in Paris we turned in our car and finished our sightseeing, which included the Louvre, Eiffel Tower, the Left Bank, Folies Bergere, and dinner at a Tunisian restaurant in the Latin Quarter. Also, cocktails at the Hotel George V.

People Wonderful

The people of Europe? In hamlet, village and city they were wonderful to us, extending every courtesy possible. The British were very helpful and friendly; the Norwegians were delightful, although the Swedish were a bit aloof; but in France, Germany, Switzerland, Italy, in fact everywhere on the Continent, everyone tried to make us feel welcome. The Italian women were the most beautiful—the Italian men the most sophisticated—but the Swedes were the handsomest!

The various monetary systems were a problem now and then, but we were seldom cheated. However, when a hotel clerk quotes you a rate you can expect the bill to be considerably more when you pay it, because they add on so much for this, or that, and usually from 10% to 20% for service. This doesn't mean that you shouldn't tip, though, as most of them expect it in addition to the service charge.

Many Questions Asked

We were asked many questions. For example: "Is McCarthy an influential man in America?" "What do you do with all your money?" "Can you help me to get to the United States?" "Why don't you have socialized medicine?" and many more of like ilk. We tried to answer them fully and honestly, and I believe that we made our-

selves understood.

The food? Good everywhere, and unusually good if you could afford a fancy price. However, in one country as a vegetable with the meat course we had three kinds of potatoes, boiled, fried and broiled. We ate so many boiled potatoes we never want to see one again. The French meals were delicious; and the Scandinavian smorgasbord wonderful! Everywhere, though, the coffee was atrocious!

What did it cost us per day? Including all car expense, hotels, meals, sightseeing (or see-sighting, as one Frenchman put it), the purchase of gifts and other articles, we averaged \$10 per day. But in Rome and Paris it was about \$17.50, as they are the most expensive cities in Europe.

Glad to Be Home

Although the continent was swarming with Americans, we saw very few. Most of our acquaintances were Europeans, and we thoroughly enjoyed it that way. Nevertheless, I was very happy to see the Statue of Liberty at 4:50 A.M. on October 14th, and completely thrilled with the New York skyline. There's really no place like the "Good Old U.S.A." I was glad to be home!

(Editor's Note: Shelley Green, secretary to Fred Benninger, has been appointed to the committee in charge of the Credit Union tourist flight to Europe. Her three-month tour, described above, has given her first-hand experience in the customs and codes of the major European cities and she is well qualified to answer any questions you may have if you plan to sign up for the Credit Union tour. You may contact Shelley on extension 213 in the general office building or write her by inter-office mail.)

Mulvaney, Therasse Named to New CONOPS Posts

The appointment of Harold F. Mulvaney as operations manager for the Atlantic Division of Contract Operations has been announced by Parker Goldsmith, Director of Contract Operations. Mulvaney formerly was operations manager for FTL in Europe during the past summer and prior to that he had flown for the company as a navigator. His headquarters will be in Newark.

At the same time, Goldsmith announced the appointment of Donald R. Therasse as regional manager for the European Division of Contract Operations, with headquarters at Rhein Main Airport, Frankfurt, Germany. Therasse, who will report to the Newark office, was in charge of the Newark and Idlewild stations last summer for CONOPS and originally came to work for the airline in the Newark freight station as an agent.

CREDIT UNION TOUR

(Continued from page 1)
enough employees were interested in making the trip.

So, if you want to spend your vacation in Europe, here is what you need to do:

Make a deposit of half the price of the fare, \$115, with Virginia Lindstrom, BUR Flight Operations, by February 15. A reservation form which can be filled out is printed elsewhere in this issue of the Tigereview. Checks should be made payable to the Flying Tiger Employees Federal Credit Union. Or, if you desire, the Credit Union will make approved loans for members wishing to make the trip.

Here are some facts about the proposed trip—and, if you want further information, please contact Virginia Lindstrom, BUR Flight Operations:

1. The Credit Union will approve loans up to \$400 on your signature, depending on how long you have worked for the company, or additional loans on proper collateral.

2. Only Credit Union members and their immediate families living under the same roof are eligible for the trip. If you aren't a member, you can join the Credit Union with a \$5.00 deposit, refundable at any time.

3. Children may go but those over two years of age will be charged a full fare.

4. You must have a passport, which costs around \$10.00 and you must have a World Health Card showing a recent smallpox vaccination. The U. S. Public Health Service will give such a vaccination without charge.

5. There will be no layover at any of the enroute stops of Chicago and Detroit.

6. The trip is being made at what is considered the "off-season" in Europe, when all charges, such as hotels, are lower. Your cost in Europe will range from \$10 to \$20 a day, depending on how much you want to spend.

7. Baggage allowance will be 40 pounds per passenger.

8. Deposits are refundable only if the trip is cancelled for lack of sufficient passengers, or if the CAB withholds approval.

9. You are on your own once in Europe. You can go any place you wish either singly or you may form groups and make a planned tour of your choice.

10. Flight Leader will be Mrs. J. W. DeKramer, of 712 Garfield, South Pasadena, wife of one of FTL's navigators. Her telephone is Sycamore 9-5314.

See the reservation form printed elsewhere in this issue. If you wish to make the trip, please fill it out, clip it out and send it to Virginia Lindstrom. Or, if you wish a loan to make the trip, contact the Credit Union, BUR.

FLYING TIGER EMPLOYEE'S FEDERAL CREDIT UNION

Name: _____ Emp. No. _____

Address: _____
Street City State

Point of Departure: (check one) Burbank _____

Chicago _____ Detroit _____ Newark _____

I enclose my check in the amount of \$_____ to cover deposit necessary for Credit Union European Trip. (Checks are to be made payable to Flying Tiger Employees Federal Credit Union). I understand that this money is not refundable to me unless the trip is cancelled for lack of sufficient passengers, or CAB approval for the trip is withheld. Please note that \$115.00 must be in this office by February 15, 1956. Balance of \$115.00 must be in this office by March 15, 1956.

I understand that trip is restricted to members of The Flying Tiger Employees Federal Credit Union. Members are defined as husband and/or wife with an account in the Credit Union as shown on signature cards and immediate members of their families living under the same roof.

Signed _____

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