

Tigerreview

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

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DECEMBER, 1958

Merry Christmas to Tigers & Families!

CAB Extends Deferred Air Freight Service for Indefinite Period

Deferred air freight service, authorized in 1956 on an experimental basis and renewed last year for further trial, now has been indefinitely extended by the Civil Aeronautics Board.

In its order incorporating several major rules adjustments, the board concluded that the development of regular air freight service had not been retarded by deferred service and it foresaw the possibility of developing a large potential small-package freight market.

Under deferred service, lower rates are granted to shippers who are willing to accept a deferred delivery date, ranging from three to four days depending upon the distance of the destination. Flying Tiger traffic in deferred freight has developed from a volume of a few thousand dollars a month to a current traffic exceeding \$65,000 monthly.

Two Rules Changes

The two major changes made by the board in rules for deferred service concerned an advancement of the freight release date and a lowering of westbound rates.

The board advanced the earliest release time for deferred air freight at destinations five hours, from 12:01 a.m. to 7 p.m., to alleviate certain operational problems. The board said that the change should not result in any significant diversion from the regular air freight service.

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BLIND CHILDREN HEAR FTL STORY

"The most enthusiastic and attentive audience I have ever had the pleasure of addressing," said Bob Hendricks of SFO Sales, after presenting "The Flying Tiger Line Story" at the California School for the Blind, Berkeley.

The group of nearly 100 Junior High School-age boys and girls was on hand to hear the story of The Flying Tiger Line and its operation. Slides were used for the small portion of the group who could distinguish some objects, but the majority "saw" word pictures.

"The questions from the audience were so mature and complete," said Hendricks, "I could have sworn some students had actually seen and assisted in our airfreight operations." It was learned that many students were interested in aeronautics and related fields for their future careers.

Chuck Lunkley, Vice-President of the Student Body Group, had arranged The Flying Tiger Line program through Ken Albertson, District Sales Manager, SFO.

A New Year's Reminder

December 31 is the deadline for any changes employees may wish to make in their participation in the Flying Tiger Profit-Sharing Plan, or for newly eligible members to join the plan. Consult your supervisor or the BUR Personnel Department for last-minute information.



Oberdorf



Holohan

Tigers Lower Group Charter Rates, Add All-Expense European Tours

All-expense land tours and a lowered group charter rate highlight The Flying Tiger Line's program for group charter flights on the North Atlantic route to Europe in the season of 1959.

Two Promoted To Executive Tiger Staff

Two new appointments were announced this month on Flying Tiger's Executive Staff, the election of George S. Oberdorf as Vice-President and the designation of Eddie Holohan as Assistant to Executive Vice-President Fred Benninger.

Oberdorf, who has been serving as Assistant to the President in Flying Tiger's Washington office, will take on the added responsibilities of Vice-President, working in conjunction with the airline's Washington legal staff, headed by Norman L. Meyers, General Counsel and Director.

Holohan, until recently a member of the Washington staff, has moved to the Burbank General Offices, where he will work on Contract Administration in association with Executive Vice-President Benninger and William Gelfand, Contract Administrator.

Joining the airline in 1955, Oberdorf brought to the company an extensive experience in

(Continued on Page 4)

Available to any groups booking flights with Flying Tiger will be special all-expense land tours arranged by the airline's specialists to meet itinerary and budget needs of each individual group, according to Brian Hayhoe, sales director of the line's International Charter Division.

"Qualified organizations through use of the charter flight plan and the new Flying Tiger group custom tour can bring a three-week vacation in Europe, including meals, tours, hotel accommodations and ground transportation, down to a cost of \$560 per member," Hayhoe said.

"This all-inclusive price covers round-trip air transportation from New York together with an eight-country tour of Europe, highlighting London, Paris, Rome and the French Riviera.

Sees Banner Year

Hayhoe foresees another banner year for the group charter industry caused by the growing interest among all types of recreational, fraternal and religious groups in the extremely low cost of such trips to group members.

"The use of the group charter plan makes it possible for various organizations to charter a modern four-engine aircraft, such as Flying Tiger's Lockheed Super Constellations, at a figure that brings the pro-rated cost per member passenger within the reach of low- and middle-income

(Continued on Page 4)

41% Slash in Post Office Air Mail Charges Sought by Flying Tiger

A new non-subsidy service rate which would reduce Post Office costs for mail carried on cargo planes by approximately 41 per cent was proposed to the Civil Aeronautics Board early in December by The Flying Tiger Line, largest of the all-cargo mail and freight carriers.

The petition, presented in Washington by Robert W. Prescott, president of the airline, would establish a multi-element formula under which the current ton-mile rate of about 40 cents would be lowered to 23½ cents.

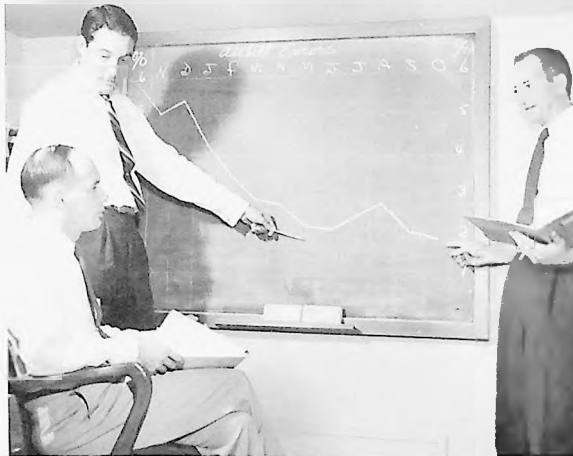
At the present time, operators of all-cargo aircraft have been carrying mail for the Post Office at the non-subsidy rate set for passenger aircraft. Under the formula proposed by Prescott, the existing terminal charge for mail handling would remain un-

changed but the charge for miles flown would be reduced to the comparable all-cargo tariff rates for air freight.

Congress Program Asked

Prescott said the new rates should pave the way to serious consideration by the Post Office of an early program before Congress for an all-up airlift of mail and reduced rates for air parcel post. Such rates, particularly for air parcel post, would be produced.

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Graphic record of trend in reduction of airbill errors is shown on this 12-month chart being examined by (left to right) Art Ives, Assistant to Superintendent of Stations, (seated); Dean Sheets, Superintendent of Stations; and Bud Whitney, Assistant to Manager of Freight Operations. (Story on Page 5.)

Attention Tiger Shutter-Bugs!

The Public Relations department is looking for some good 35mm color slides showing scenes of Flying Tiger aircraft or operations for use in advertising and sales promotion material. They want dramatic or unusual shots with good color and composition and they're willing to pay \$15.00 for each picture they can use.

Send your pictures to Dode Penrod, BUR Public Relations. Be sure to include your name and location. Bad pictures will be returned. Good checks will be sent for the pictures kept and used.

3rd Installment of MATS Saga for Tiger Readers

Editor's Note: This is the third in a series of three articles describing the far-flung operations of the Military Air Transport Service, for which The Flying Tiger Line is one of the principal contractors on Pacific Operations for MATS. The previous articles told of the organizational structure of MATS, the part it plays in Defense programs, and gave an introduction to the broad scope of its services.

Aeromedical Evacuation

MATS is also charged with the medical evacuation of all military patients throughout the world. During the Korean War more than 62,000—or 95 percent of the combat casualties and other military patients—were air-evacuated to the United States.

Upon arrival at the ports of aerial embarkation on our west coast such patients were transferred by the MATS domestic air evacuation system to some 350 hospitals within the United States at which specialized treatment was readily available.

In the case of Korean casualties, aerial evacuation proved to be an outstanding morale factor, since every soldier knew that if his wounds necessitated, he was not more than 70 hours from proper hospital care in the United States.

Civil Reserve Air Fleet

The Civil Reserve Air Fleet (CRAF) is a group of more than 300 four-engine civil transport aircraft of United States registry. Within 48 hours after declaration of a national emergency, these aircraft will enter into operations as an augmentation to MATS.

Since joint approval of the basic concept by the Department of Defense and Commerce in late 1951, MATS, as the responsible agent within the Department of the Air Force, has worked with the Department of Commerce and more than 25 participating civil airlines in developing the CRAF plan.

Through the Civil Reserve Air Fleet, MATS will increase its wartime global airlift for only a fraction of the prohibitive cost which would be incurred if such a fleet were to be maintained as a military organization in being.

Specific aircraft have been identified and designated for CRAF participation. Although some are currently engaged in overseas operations, others are equipped only for domestic use. In order to provide all CRAF aircraft with an "over ocean" capability, a modification pro-

gram has been instituted to prepare standby wiring and brackets to receive the necessary communication and navigation equipment should CRAF be called into action.

Detailed planning, revisions, and modernization of the fleet and the Program are continually in progress, aimed toward realization of a strong CRAF—should it ever be needed.

MATS Aircraft

Four-engine aircraft operated by MATS consist of the Douglas C-118 "Liftmaster" (R6D of the Navy) passenger transport; the Douglas C-124 (Globenaster II) for carrying cargo; the Lockheed C-121C "Super-Constellation" (R7V of the Navy) for passengers and cargo; the Boeing C-97 "Strato-Freighter" for transporting passengers and cargo. The twin-engine Convair C-131A is used for domestic air evacuation.

The latest addition to the MATS four-engine fleet is a new Leviathan of the skies, the Douglas C-133A turbo-prop military cargo transport. Specially designed for MATS by the Douglas Aircraft Company, Long Beach Division, the huge cargo carrier is designed to haul greater pay loads on longer flights than any other aircraft now in production.

Approximately 500 four-engine transports make up the MATS fleet. All passenger aircraft are equipped with rearward facing seats, an innovation in air transport carrying which MATS assisted in pioneering and developing.

Bases & Supporting Units

Scott Air Force Base, Belleville, Illinois became the new site of Headquarters Military Air Transport Service, Headquarters Air Weather Service and Headquarters Airways and Air Communications Service on 1 October 1957.

Orlando Air Force Base, Florida, houses headquarters of the Air Rescue Service and Air Photographic and Charting Service.

Other MATS Bases:

Eastern Transport Air Force: One of the busiest military air terminals in the United States, McGuire Air Force Base is also headquarters of the Eastern Transport Air Force of MATS. Its mission is to fly passengers across the Atlantic to Greenland, Iceland, Labrador, United Kingdom and Europe.

McGuire AFB is strategically located between two great cities, 73 miles southwest of New York and 35 miles northeast of Philadelphia. The base is southeast of Wrightstown, New Jersey and 17 miles south of Trenton, New Jersey.

Dover Air Force Base, Delaware has been called "the fastest growing installation in the Air Force" and with complete justifi-



A jet engine goes aboard a Flying Tiger air freighter at a MATS base.

fication. In a little more than three years, Dover AFB has emerged from a minor installation into one of the world's largest air cargo terminals, playing a vital part in the security and defense of our nation.

As a key member of the Eastern Transport Air Force, Dover processes and transports by air the vast amount of priority material and supplies necessary to support American military operations in Europe, Iceland, Newfoundland and England.

Lajes Field is a strategic Atlantic outpost linking the United States, Europe and Africa over MATS routes. It is located 2,422 miles from New York, on the small island of Terceira in the Portuguese owned Azores archipelago. Lajes Field was established by the British during the early days of World War II.

In 1941, a British-American agreement allowed the Air Transport Command to begin operations there. After the British withdrew, the United States arranged with the Portuguese government to continue our operations at its air base.

Prestwick Airport Scotland is an important stop-over, terminus and refueling point on the MATS run. It is a group-base and also home of the 1602nd Air Transport Wing.

Charleston Air Force Base, home of the 1608th Air Transport Wing, came into being in 1942. Located 10 miles northwest of Charleston in an area

that previously was an unbroken swampland, the field was reactivated in 1952 as a Tactical Air Command base; and in January 1954, MATS took over at Charleston AFB with the activation of the 1608th Air Transport Group.

A port of aerial embarkation, the base maintains service to the Caribbean, South America, Africa and Saudi Arabia.

Kindley Air Force Base, located on British-owned St. David Island, Bermuda, 693 miles from New York and 3,145 miles from London, is a strategically located refueling point for MATS aircraft en route between United States and Europe, Africa and the Middle East. The United States obtained the base under a 99-year lease from Britain in 1940.

Keflavik. While in the transport route system of EASTAF, Keflavik International Airport does not come under the jurisdiction of the Transport Air Force. Run by MATS personnel, it is used jointly by the Icelandic Government and MATS under an agreement signed in May 1951.

It is under the command jurisdiction of Iceland Air Defense Force. In addition, the airport facilities are also used by Americans and Europeans as a refueling stop.

Western Transport Air Force:

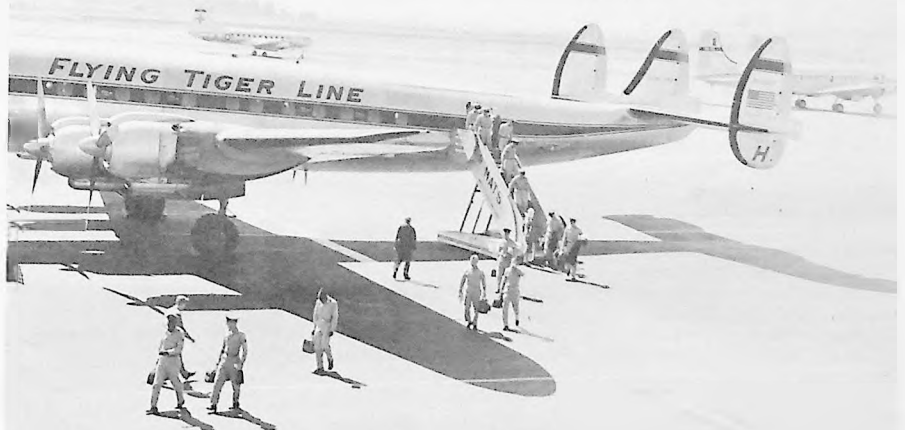
Western Transport Air Force is located at Travis Air Force Base (Continued on Page 3)

(Editor's Note: Since this is the Christmas season and thus being in search of Yuletide thoughts, we were unexpectedly rewarded with two suggestions, both based on that delightful old stand-by. "Twas the Night Before Christmas." If you don't like them, don't complain to us—think up your own for December, 1959!)

"CONNIE" CAPERS

By C. A. Costa Flight Engineer

'Twas the night before Christmas
And out on the line
Old 15 Charlie
Had started its grind.
As I looked around
In the cockpit's dim glare
I saw the crew's faces—
All looks of despair.
So I fooled with the switches
But 'twas plain to see
Each man was still home
With his own family.
Then about two AM
There arose such a clatter
I looked out the window
To see what was the matter,
And out on the right wing
There did appear
A miniature sleight
And eight tiny reindeer.
He tied up his "craft"
Just outboard of "four."
Then slid down the wing
And came in the aux door.
He surveyed the cargo
And inspected each box.
A shrewd little fellow
With the eyes of a fox.
He was all dressed in red
And covered with snow.
Then he stepped to the cockpit
To take in the "show."
As he looked at our panels
And switches and dials
His face filled with wonder
And he started to smile.
He then asked of airspeed
And payload and such.
Said his sleigh was too small,
Could not carry this much.
So I told him of rates,
Endurance and routes.
When I'd finished I knew
He now has no doubts,
So he bid us goodnight
And picked up his sack,
Jumped into his sleigh
And his whip he did crack
But I heard him exclaim
As he flew out of sight:
"Next year I'll call Tigers
And sit home all night!"
(See other "poem," Page 4)



Converted from freight to a passenger version, a Flying Tiger Super H Constellation unloads homeward-bound military personnel at Travis Air Force Base.



"So he says 'If those orchids don't get to EWR by 9:00, you might as well braid a blanket out of 'em for yourself!'"

'Colorful' Faintly Describes C-46 Readied for Aero Carga

... the wainscoting is carved turquoise naugahyde ... curtains of teal blue wool ... solid walnut paneling ... doors and wells sections in teal blue bamboo naugahyde ...

Sound plush? Read like a description of a den deluxe?

We think it does. While you might find it in some home, in the case at hand, the place to look would be the rear ramp area of Flying Tiger's Burbank base. The interior described fits what most of the aircraft artists in maintenance and Engineering call the "plushiest" job yet turned out by the airline's Interior Modification crews.

The "plushiest" job is 989, one of the last of Flying Tiger's large C-46 fleet, most of which have been replaced by the airline's Super H Constellations. No. 989 is being readied for sale to Aero Carga of Mexico.

Colorful Job

The purchasers picked out the color pattern and then crews under Foreman Willie Skaggs of Sheet Metal and Interior Modification went to work. Three weeks later, they came up with a 44-seater, the interior of which puts many an airliner of later vintage in the shade, so to speak. The accompanying pictures fail to do it justice. Only when seen in color can the real effect be grasped, but lacking that, here's what Flying Tiger produced:

Big comfortable seats, originally designed for a Super Constellation, run two abreast the

length of the cabin. The seats are covered with wool tweed in turquoise. Armrests and seat panels are plain turquoise naugahyde. Windows are draped with teal blue wool curtains.

The wainscoting of the cabin is in carved turquoise naugahyde. Overhead are hatracks, light and air ducts, and valances done in Indian pattern beige naugahyde.

The wall sections of the forward bulkhead, galley and lavatory doors, are in blue bamboo naugahyde, with the galley doors and paneling made of solid walnut. The lower, or kickboard, section of the forward bulkhead is covered with silvered metal in relief.

Even the cockpit gleams—all sections being covered in soft light gray fiberglass.

A public address system runs through the cabin.

Principals in this artistry of aircraft cabin design were Leadman Frank Decker of Interior Modification and a crew of Hugh Melville, H. E. Howell, Del Hudson, Jack Broer, Howard Anderson and P. N. Harper.

Exterior? Silver, with Flying Tiger red-white-blue striping. It's when you get inside that you take that second look!

Your Credit Union Can Serve You

And save you money, too! With Christmas coming up, and bills to meet in January (not to mention insurance, income taxes, etc., etc., ad infinitum) take advantage of your Credit Union's low interest rates and high degree of service.

It's YOUR Credit Union. Use it—and let this be a Happy Holiday Season for you and your family! MERRY CHRISTMAS!

Shell Aviation News Tells Tiger Story

One of the most comprehensive stories written on The Flying Tiger Line has been published by Hugh Harvey, Shell Aviation News writer in the September issue of Shell Aviation News, which circulates over the globe.

Following the flight of single airplane, in this case Sixteen Charlie, Harvey traces a typical operation of the airline in flying freight across the nation and passengers and military freight overseas.

The article has been circulated to FTL department heads, sales and station offices and a limited supply of additional reprints may be obtained from the BUR Public Relations office on request.

MATS Saga for Tiger Readers

(Continued from Page 2)

Base, California. Bases under its jurisdiction are:

Palm Beach Air Force Base, West Palm Beach, Florida, was reactivated in September 1951 to provide a specialized consolidated training unit for Air Force transport type aircraft. PBAFB was the first in MATS to utilize the intricate but super-efficient transport aircraft flight simulators which provide student crew members a large bulk of their training "flying" time.

All in all, PBAFB offers 38 different programs, which are also provided to U. S. Navy air transport air and ground crewmen, and for crews of foreign nations.

Donaldson Air Force Base is located on the outskirts of Greenville, South Carolina. Douglas C-124 Globemasters and H-21 helicopters are the primary operational aircraft in use by the 63rd Troop Carrier Wing (H) at Donaldson in its mission of transporting troops and equipment and providing the airlift element for tactical operations.

Larson Air Force Base is 110 miles west of Spokane and 175 miles east of Seattle, in the heart of the great Columbia Basin. The mission of the 62nd Troop Carrier Wing (H) is to maintain combat effectiveness in airlifting troops, equipment and supplies into combat by parachute or air landing, and resupplying such forces until they are withdrawn or supplied by other means.

Airlifting personnel and cargo within a combat theater and evacuating medical casualties and combat forces within a combat theater are also included in the mission. The principal air-

craft in use at Larson is the C-124 Globemaster.

Many important bases and airfields used by MATS Western Transport Air Force are not under the jurisdiction of the command. One of the two PAF's on the West Coast, McChord AFB, Washington is a prime example.

Travis, the base housing Western Transport Air Force Headquarters, near Fairfield, California is probably the busiest military air terminal in existence. A MATS transport wing operates from there.

Other WESTAF wings have headquarters at *Hickam AFB, Hawaii* and *Tachikawa Air Base, Japan*.

Flying Safety

In 1956, MATS' accident rate was the lowest among major commands in the entire Air Force. In 1950 and again in 1954, MATS won the coveted Daedalian Trophy—symbolic of the command with the outstanding flying safety record within the U. S. Air Force.

This outstanding safety record prompted a leading underwriter to afford world-wide accident insurance protection to MATS crew members on scheduled cargo or passenger flights, at the same rates available to commercial airline pilots. In addition, military and civilian passengers may obtain air travel insurance at regular commercial airline rates on MATS scheduled flights.

This, then, is the Military Air Transport Service—its mission and organizations are unique.

The Special House Subcommittee of the Committee on Armed Services, following a recently concluded study of MATS offered the following evaluation: "While the supply line has always been essential to success in battle, MATS is probably more important to our defense today than any individual support component has been throughout history."



1. Plushiest of the C-46's.
2. Cabin view.
3. Individual seat arrangement with exterior emergency exit installed for this configuration.
4. Galley and lavatory area.

KNOW YOUR FLYING TIGERS



Len Jarvis

Chief Navigator. Born in Boston, he was reared in Toronto where he attended Jarvis Collegiate School (not named for him). In 1940 he joined the Merchant Marine, sailing first on Norwegian and then Panamanian vessels. He was later commissioned in the U. S. Maritime Service, where he served until 1945. After the war Len studied navigation with American Overseas Airlines, and flew with that company as a radio operator. From 1948 to 1950 he was a navigator for numerous airlines, coming to work for the Tigers as a radio operator in 1950. A year later he became a navigator for the company, holding that position until 1954 when he went on furlough and became an instructor for El Al, stationed in London, Tel Aviv, and Johannesburg. He returned to FTL in 1955 as chief navigator. Len is married and has two daughters.



C. W. "Chuck" Steese

Assistant Personnel Director. Chuck joined the company in 1955 in his present position, handling labor relations, arbitration and union grievances. A native of Detroit, he attended the University of Detroit law school, Chrysler Engineering School, and worked as a tool-maker at Dodge in Detroit before coming to California in 1934. At Los Angeles he became, successively, a theater manager; tool-maker at Douglas Aircraft; international representative for the United Auto Workers Union; assistant industrial relations director of Timm Aircraft Corp.; and then established his own management-consultant firm. During the war Chuck served as the union representative on the National War Labor Board, both in Los Angeles and Washington. The father of three boys, Chuck is active in charitable work for children.

15th in a Series of Company Officials and Department Heads



Bud Whitney

Assistant to Manager of Freight Operations. Joining the Tigers at Cleveland in 1948 as a part time cargo handler, Bud later became a full-time cargo handler; station agent; and station manager at that station. In 1955 he was made station manager at Chicago and transferred to Burbank as a flight controller later the same year. He received his present appointment in 1957. A native of Clinton, N. J., Bud served as a radio operator with the Signal Corps during the war, receiving a field commission as first lieutenant. In 1947 he joined his father's firm as a toy salesman for a short time, then entered Baldwin-Wallace College at Berea, Ohio, where he received a degree in business administration. His career with the Tigers started when he took a part time cargo handler's job while attending college. Bud is married, no children.

In some ways, future aircraft operation will be greatly simplified over today's procedures. For example, one aircraft manufacturer says that a jet cockpit has 117 fewer gauges, gadgets and controls, than a piston engine plane.

Two Promoted

(Continued from Page 1)
airline and airport operations. He began flying in 1927, logging 11,000 hours with United Air Lines, Western Air Lines, Irish Air Lines and KLM. He served as test pilot with Consolidated Vultee Aircraft Corp., and as director of the Nogales, Ariz., International Airport.

Holoan came to the airline in 1951 as its Washington representative, subsequently serving as General Manager, DEWline, Canadian Division; Operations Manager, Eastern Division; Military Sales Representative; and Assistant to Vice-President, Sales. He began his aviation career in 1939 as an airport manager in Florida, was a flight instructor, Assistant to the President of Caribbean American Airlines and Chief of Aviation for the Government of Puerto Rico.



George Maruyama

Acting Superintendent of Inspection. Another Tiger "old-timer," he started to work for the company in 1946 as a mechanic. Transferring to the inspection department in 1947, he became an inspector on the ATC contract; lead inspector; foreman; contract foreman on quality control; contract maintenance foreman; inspection foreman; general foreman; and received his present appointment in 1958. He is a native of Los Angeles and attended Compton Junior College. George learned to fly during high school, receiving his private license when he was 17. During college he worked toward his commercial flight instructor's license and from 1940 to 1944 was a private flight instructor. George held various maintenance jobs to help with his flying career. Prior to joining the Tigers he flew for the Sweetzer Crop Dusting Co., out of Mojave, Calif. George is an avid deep sea fisherman who gets seasick on every trip. He has two children.



Al Bihler

Supervisor, Gas and Oil Accounting. Born in Chicago, Al moved to Minneapolis where he attended high school and the Dunwoody Institute, taking courses in drafting and electronics. After two years with the Lakeside Packing Co., as a serviceman, he returned to Chicago to enter the Chicago Aeronautical University. During the war he was a crew chief with the Army Air Force, stationed in the Solomon Islands. In 1945 he entered Minneapolis Business College, later working for International Harvester Co., as a stock clerk and auditor; National Cylinder and Gas Co., in St. Paul, as office manager; and Union Freightway, in Omaha, as an auditor. He moved to California in 1952 and upon arriving in Burbank one of the first things he saw was the Tiger headquarters. He decided to stop and investigate job possibilities—went to work the next day as an auditor in gas and oil accounting. Al is married and has one son.

Tigers Lower Group Charter Rates

(Continued from Page 1)
groups who otherwise would be unable to pay for a European vacation," Hayhoe said.

"Flying Tiger, which pioneered in the introduction of the modern 114 passenger Super Constellation on the North Atlantic, will devote its attention again this season to flying larger groups which can be carried as a unit only in the huge Super Constellation," he said.

Flying Tiger was the first to carry this number of passengers on transatlantic runs and has made hundreds of such crossings.

Popularity Increases

The group charter plan has been gaining popularity rapidly among recreational, educational, fraternal, religious and other similar groups for the past several years. By use of this plan, a bona fide organization can provide extremely low cost round-trip fares to Europe for its members by chartering a modern aircraft.

The cost of a charter equally

divided among group members on the flights results in round-trip fares New York/London as low as \$265 in the summer months.

In the season of 1957, Flying Tiger introduced a completely modern fleet of Lockheed Super H Constellations with fully pressurized cabins; service of free hot meals aloft by trained stewardesses; bar service; and other additional passenger comfort features formerly associated only with scheduled transatlantic air travel.

Hayhoe said that more than 100,000 passengers were flown in the line's world-wide operations in 1958.

While 42,000 pounds has been widely publicized as the freight capacity of Flying Tiger's Super H Constellations, the airline has one aircraft with a maximum cabin freight load capacity of 44,518 pounds.

THE NIGHT BEFORE CHRISTMAS

By Mitch Mitchell, Material Control

'Twas the night before Christmas, the terminal was still.
The cargo men were dozing, as cargo men will.
Their pallets were stacked in nice even lines
No plane was due, so they had plenty of time.
The shops were all closed, just a skeleton crew
And the few men were dawdling, with not much to do.

I, in my jeans, was in the small shipping shack
Had just settled down to a short little nap.
When out on the hill there arose such a clatter
I jumped to my feet to see what was the matter.
I got out of that shack like the proverbial bat
Shirt-tail a'flying and minus my hat.

The light on the cracks of the moon-covered ground
Gave the lustre of midday to objects around.
When what to my bloodshot eyes should appear
But a bright red sled and eight live reindeer.
With a little old driver so lively and quick
I knew in a moment it must be St. Nick.

More rapid than rockets his reindeer they came
He whistled and shouted and called us by name.
With his reins, gave a twist, his sleigh gave a dip,
And he made a 3 point on the Tiger strip.

"I bet you're surprised!" was all that he said.
And with quick nimble steps he leaped from his sled.
We're all pretty tired, we've come many a mile,
So this is one year we will travel in style.

Wake up the pilots, and warm up the planes,
They've got lots of flying before the night wanes.
The mechs were all startled but made their check rounds.
The cargo men loaded many thousands of pounds.
We warmed up that "Connie" its engines did roar,
Taxied the strip, and closed up the doors.
We came down in a flash and picked up the speed
And St. Nick was off in his mechanical steed.

The "Connie" it thundered out into the night
With St. Nick at the controls it sure was a sight
When over a town, Kris Kringle let go,
Myriad presents to kids down below.
On and on we went to city and town,

At last we were finished and at Burbank sat down.
The cargo doors opened, the plane cavernously bare;
Kids all over the world knew, "Santa was there."
Kris stepped down from the plane, a smile creased his face,
And with the coming of dawn, he quickened his pace.
He pulled out his kerchief and dabbed his perspiring head
With a short little hop he got back in his sled.

With a slight hesitation he reached in the back,
And pulled out a bulging big red sack.
He distributed presents to all that were there,
With a wink of an eye his sled took to the air.

And we heard him exclaim, "Boy that was fun!"
Merry Christmas to Tigers for a job that's well done!

(See another version of this poem on Page 2)

MAGAZINE STUDY CONFIRMS IT: AIR FREIGHT CAN COST YOU LESS!

Modern Materials Handling, in its October, 1958, issue, carried an eight-page article on the application of the "total cost" concept so as to net savings by using air freight.

Because of its unusual interest to Tigereview readers, we will reproduce it in these pages in several parts, the first of which begins here.

It sounds ridiculous at first. How can you save money with a shipping method more expensive than the one you now use? It's easier than you might think, once you see the full picture.

The clue is in that last sentence: the full picture. But the airlines have another word for it: the total cost concept. And using it, airlines have won customer after customer away from the lower-priced (per ton-mile) surface carriers. They are proving that air freight benefits have a cash value which outweighs surface carrier's lower price.

Not Just 'Perishables'

These new air freight customers are not all in the emergency or perishable product categories. That's the surprising part of it. Makers of automotive seat covers, hearing aid batteries, ladies' under garments, electric motor controls, chewing tobacco and other widely varying products, possibly even yours, are shipping profitably by air today.

In interviews with firms using air freight under the total cost concept, we found unqualified enthusiasm in men who have tested it for a year or more. Many firms admitted that they had changed their distribution pattern to achieve the savings. In some cases they changed radically. But all declared that it was well worth the time and effort involved. Why? Here's a list of the benefits they enjoy:

Air Freight Benefits

1. *Greater Product Protection.* In-transit shock is reduced to such a degree that (1) less product damage occurs and (2) savings are achieved in packaging materials and tare weight. Pilferage is also reduced.

2. *Greater Speed.* Faster movement permits reduction in inventories, warehousing, finance costs, obsolescence costs, federal and state taxes, and handling. Greater speed also makes it easier to open new sales territories and service existing ones.

3. *Greater Customer Satisfaction.* Customers get fresher stock, faster delivery and put in fewer damage claims. They also spend less time refurbishing (unpackaging, assembling, de-greasing, adjusting and calibrating).

4. *Simpler Methods and Controls.* Traffic administration costs less. Less time is spent handling damage claims.

Such benefits, of course, are very important to the company as a whole. But how about the materials handling and packaging man? Why should he worry about them?

Integrated Functions Vital

As electronic brains and scientific control move in on industry, integration of company functions becomes increasingly vital. As discussed by R. Frank Weber (MMH, Jan. 1957, p. 90), integration of packaging and handling is already a heavy trend.

Now, handling and packaging are being further wedded to other related functions—in this case, distribution. Du Pont, for example, considers product distribution a logical part of materials handling and packaging. Their Engineering Service Division, which acts as a captive consultant to their industrial divisions, is divided into materials handling, packaging, warehousing and product distribution. In their systems approach (MMH, Sept. 1958, p. 110) the Du Pont men include product distribution automatically as an important aspect of nearly every materials handling and packaging study.

This is the trend of the future. No matter whether the approach used is the systems approach or the total cost concept, the result will be the same. All related functions are treated together. The alert handling and packaging man can do much for his company by keeping up to date on this trend.

(Continued Next Issue)

Jet Power

Jet engines, although they weigh about the same, deliver much more power than piston engines. For instance, if you wanted to get 600 miles an hour out of a piston engine plane, you'd need 40 engines on the airframe to accomplish that speed. A jet transport will do it with four.

CHRISTMAS JOY TO EVERY TIGER!



Frank Smith (standing), Manager of Revenue Accounting, and his staff who provided statistical data on airbill error study. Seated clockwise are Rita Kaerns, Marge Schuett, Smith, Judy Cooper, Joyce Bennett, Maurine Hard and John Hart. (See other picture on Page 1.)

Deferred Air Freight Extended

(Continued from Page 1)

The board also reduced west-bound minimum rates from 65 per cent of applicable minimum regular freight rates, to the east-bound level of 55 per cent of standard air freight rates. This was done, the board said, "in order to be competitive with surface parcel post."

Combination Service

Another practice approved by the board was the offering of a combination of deferred and regular air freight service, with certain conditions. It said there was no reason why shippers should not be permitted to use the combination of services as long as deferred air freight shipping rules were followed between points between which the shipment moved at the deferred air freight rate.

In the absence of the combination service, the board said, the shipper could forward cargo to a deferred air freight point by transportation media other than air. It asserted that nothing in the record indicated that the carrier's practice of permitting the combination of regular and deferred service had impaired regular air freight service.

The board also ruled that consignors and consignees might have the privilege of withdrawing cargo from deferred air freight service at the destination point prior to the specified release time on payment of the difference between deferred and regular air freight rates plus a charge to cover the cost to the carriers of making the withdrawal from the deferred service.

The matter of notice to shippers in the event of an unusual delay of a deferred shipment was left to the discretion of the carriers. The board said that, in view of the competitive aspects of air transportation, it was apparent that a carrier would not knowingly allow unusual delays to remain unexplained to the shipper.

Study Cuts Airbill Errors; Pattern Set For Other Areas

A study of airbill errors which has resulted in a decrease of more than 50 per cent in such mistakes and is setting a pattern for improving job performance in other areas has been successfully completed by Freight Operations and Revenue Accounting.

Launched a year ago, the study of airbill errors has cut the ratio of error from 5.5 to less than 2.0 per cent, Dean Sheets, Superintendent of Stations, reported.

"As a result of the success we have had in this study," he declared, "we are now using the working pattern developed for airbill error research to get an improvement of efficiency in various other activities, such as credits and collection application, flight delay analysis, station credits, and ground damage to aircraft."

The research into airbill errors began late in 1957 when Joseph Healy, Manager of Freight Operations, compiled statistics showing that 5.5 per cent of all airbills contained errors.

4 Areas Defined

Working with his staff and that of Frank Smith, Manager of Revenue Accounting, Healy proceeded to define four general trouble areas—omission, such as the failure to note insurance or C.O.D. instructions; mathematical, such as improper rate computations; tariff, such as improper commodity classification; and procedural, such as mishandling of complicated in-bond billing on overseas traffic.

Sheets and Smith, working with Bud Whitney, Assistant to Healy, began compiling statistical data with three objectives: isolation of specific billing errors; methods for improvement; and yard-sticking progress.

This was worked out by a coded format, in which Revenue Accounting provided specific information on what was happening. In turn, this information was relayed to stations on a regular tabulated basis, which quickly showed which stations were failing to perform.

"We established something of a contest for performance and it had exceedingly good results," Sheets explained.

Efficiency Increases

Net result of the program was a substantial increase in general efficiency, and particularly in the preparation of airbills. This not only produced important customer satisfaction in an area where customers were particularly sensitive but it did three more jobs: the work load of Revenue Accounting was eased and much time required in stations for rechecking was saved; departmental management was provided with a valuable yardstick for measuring results; and, finally, a useful training tool was produced which could be made applicable to other activities.

"While it is difficult to put a dollar-and-cents value on time saved in both Freight Operations and Revenue Accounting through the reduction of errors, we do know that in a number of instances we have been able to produce an actual savings in revenues by cutting down such costs as revenue lost through failure to note C.O.D. instructions," Sheets said.

"Many times such a failure may actually cost the company not only the transportation charges but also the actual cost of the merchandise shipped."

Flying Tiger's fleet of Super H Constellations fly a total of approximately 45,000 miles a day, or the equivalent of nearly two trips daily around the globe.

Playing Tigers

As announced in the November issue, the Tigereview will be happy to tell about various athletic activities of its employees, providing we can find out about them. At press time, we had received one result—the standings of the 12 Flying Tiger teams in the Sun Valley, Calif., Bowl, in the 11th week of competition. Among other things, the team names were interesting as the following will illustrate:

Leading the league was the EA-3 team of L. Johnston, E. Smith, H. Smith, B. Garber and K. Garber, with a 30-17 record, followed by the Flubniks and Dew Drops, tied at 27-17 each for second and third. B. Levy of Flubniks had the highest individual series to date, 545-99-644, with H. De Yoe of the Bouncers holding the high individual game, 232-20-252. Unfortunately, the Bouncers also had the notoriety of holding down the league cellar. Best average was owned by C. Gekler of the Stompers with a fat 182—and nobody else close!

Former FTL Chief Stewardess Pens Paean To Rustic Living

(Editor's Note: Mar McGuire Hoey, former Flying Tiger chief stewardess and now the wife of Capt. Bill Hoey, leads an interesting life in the beautiful wooded coastal area of Washington, where she retired to raise a family while Husband Bill flies the Pacific for Flying Tigers. Recently, she took us to task for not printing enough news about what flight personnel are doing, so we invited her to put her thoughts on paper. She did so in the following story, which will stir a bit of nostalgia in the hearts of all those former country dwellers!)

By Mar Hoey

(Since I feel that flight personnel are slighted in the *Tiger Review*, and have been advised it is only because of lack of news, I am submitting my contribution. Now, how about the rest of you telling us something of yourselves!—Mar Hoey.)

Most of the flying personnel are suburbanites because of proximity to the airport. With some, it is the urge to get away from the crowds, and give the kids room to breathe and play.

I guess our reasons are similar to the latter, with an added dash of love of a place where I was born and raised. Bill and I had come here during several vacation weeks and he began to love it as I did.

In the back of our minds was the seed of a thought that we would like to settle here where we own 6 acres of land. When we got the SFO Int'l. bid we saw our chance and grabbed it. We moved up here and the day after

we arrived we had rented the house in which we now live.

Live in Gig Harbor

We live in a small fishing village in Washington called Gig Harbor. Why such an odd name? Well, it seems when Capt. Puget (a seagoing English Captain after whom the Sound is named) saw the small entrance to the harbor, he erroneously thought it big enough only for a small boat, so he sent in several men in a "gig" to explore the body of water. Thus, we were named.

The fishing craft are purse seiners which fish in the Straits of Juan de Fuca and neighboring areas for salmon, "the king of fish." Most of the fishermen are descendants of Yugoslavian people who came here around 1900 and found the fishing trade a lucrative business. These are fine people—robust, cheerful and friendly.

Since the construction of the second Narrows Bridge (the first won dubious national fame by



"You aren't going to be mean to me just because I moved a few little old decimals, are you?"

collapsing into the Narrows on a windy day!) quite a few people have moved here from our nearest big town, Tacoma, swelling the population to a whopping 1,027. In spite of the growing school attendance, my children still go to a small 4-room schoolhouse (there are two other modern ones in the Harbor) which will soon be abandoned for a bigger edifice now in the building stage.

The first-grade teacher is Mrs. Chas. Barker, mother of our Mrs. John Lamping, and a wonderful woman who is dedicated to her life work and actually has the children begging to go to school! I love the aspect of the children getting the aura of attending a "country" school, for it will soon be a thing of the past in the growing U. S.

Overlook Harbor

We are living in an old two-story frame house a block from the city of Gig Harbor (one block of stores and a Post Office which furnish the town with the bare essentials). We overlook the Harbor and our chief delight is peering out the window each morning to see the quiet harbor reflecting the fishing boats and tree-covered hill across the bay. It's a sight we shall never tire of.

Through the seasons we have watched the adjacent maples and alders, sparsely dispersed among the firs and cedars, change hues and disappear from view in the winter when the evergreens hide their bare branches. We delight in the blue jays, robins, sparrows, hummingbirds and gold-finches who harass us for bread, then have to dodge our cat to get it.

We even had a mother pheasant visit us from our neighboring field for a time this spring.

New Home A-building

This home is only temporary for us while Bill is building a home about 7 miles from here in a community called Wauna (Indian for "Good Luck"). This is even more remote, for it boasts only a store and post office combined, and is owned by my cousin. Our 6 acres are about 2 blocks up a corduroy road from Henderson Bay and is all heavily wooded.

To get the power lines to our house site, Bill had to chop down quite a few large trees; and, since flying requires the use of little physical exertion, there was much groaning and moaning about unknown muscles for a few days after the trees came down!

We are starting with a small cabin so Bill can get in practice for a "big house" which will be

Tigers Seek Air Mail Charge Slash

(Continued from Page 1)

tive of a huge traffic volume for all-cargo carriers.

The petition points out that a separate mail rate for all-cargo aircraft does not conflict with a differing rate for combination aircraft since the existing multi-element formula can be applicable to both types of service.

"At the time the present mail rate order was promulgated, there were no data or experience with the costs of handling mail in all-cargo aircraft," Prescott said.

"The experience of Flying Tigers in the transportation of mail demonstrates the need for

built later. While he has been building and digging a well, I have sawed a pile of fire-place-size logs.

We have a picnic table in the woods and have had some delicious outdoor meals cooked over a small pit fire—also, some burnt ones!

When I run out of jobs, I take the dog and explore the woods (a never-ending pleasure to me), pick blackberries or huckleberries, or just loaf in the hammock Bill strung between two cedars for me.

Oh, I also tend the small apple tree I planted so we'd have fruit when we move in.

Now Hunting Ducks

The hunting season has halted the work a bit and the weather approaching us will probably deter us until Spring rolls 'round again. However, time is no element so we are content with the slow building progress. Most early mornings and late afternoons now are spent hunting ducks. Last year we had "fishy" ducks from the bay, but this year we have found a pond with Mallards and are bending our efforts towards getting them.

Bill was on a trip during the opening of deer season, but one was shot on our property on opening day. We hunted all the area around here and even spent a weekend at Lake Chelan near Wenatchee hunting that elusive ruminant, but no luck! However, we are undaunted and next year will be the year!

We have fished only a few times, and with little luck; but one of my cousins owns a seiner and "keeps" us in fish. My uncle has his own smokehouse and

new service mail rates. Flying Tiger is carrying the mail in cargo aircraft in the same manner, using the same methods, involving the same handling as in the case of air freight. There is no discernible difference in its operations for serving the mail as compared with serving air freight except for one factor . . . the terminal handling including the grant of priority to air mail."

Since Flying Tiger's air freight return is about 21 cents a ton mile, the proposed charge of 23½ cents for mail would cover the priority charge which air mail has always commanded over all other property transported by an air carrier.

smokes salmon for the family, and you haven't lived 'til you've tasted that epicurean tidbit!

Perhaps I've related a bit of why I love this place and our life, and why I willingly sacrifice urban living for the wide-open spaces; and why Bill dhd's 5 hours after a long Honolulu leg to get here. We are about 40 miles from Seattle. Our big "night out" is spent there dining in luxury and seeing a show, but we are always glad to get back to the peace and quiet of the Harbor.

I guess we are not alone as there are 2 UAL pilots living here; a PAA pilot; and this Summer a NAVA pilot anchored his 85 ft. yacht in the harbor just below us. He and his family are now permanent dock-side residents.

So you see, we have company in our love of the place. When the restrictive toll goes off the bridge we will probably be surrounded by city folk who want "lebensraum" as we did.

Money-Maker

"Deferred" air freight traffic in the 1958 fiscal year brought in more than \$600,000 in revenue for The Flying Tiger Line, a gain of 100 per cent over the previous year. "Deferred" air freight is freight carried at low rates, between 50 and 60 per cent of the first class rate, and cannot be delivered sooner than three or four days after acceptance by the carrier, depending on the distance of the destination.

THE FLYING TIGER LINE

LOCKHEED AIR TERMINAL ■ BURBANK, CALIF.



Pictured here is the arrival at Seattle, Wash., of the first Rolls-Royce engine to arrive for installation on a Boeing 707 passenger jet for British Overseas Airways Corp. On hand for the unloading from a Flying Tiger Super H Constellation are, left to right, Leo Meyers, Boeing Traffic Supervisor; Congressman Thomas M. Polly, of Washington; Collector of Customs Frank W. Hull; and Ivor Lusty, BOAC representative. This was also the first engine to enter the country under the Custom Entry Band Bill H. R. 9923 passed by the last session of Congress and sponsored by Rep. Polly. The shipment originated at London Airport, being flown to New York by Seaboard & Western Airlines; thence by Flying Tigers to Seattle. Commented Leo Meyers, originator of Boeing's famed jet engine air freight shipping buck program: "Both Flying Tigers and Seaboard did an excellent job."