

Tigerreview

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

VOLUME 17 NUMBER 1

JULY, 1960

Flying Tiger's O'Hare Field Facility Start Set

Tiger Operations Department Reorganization Now in Effect

Reorganization of Flying Tiger's Operations Department has been completed with issuance of a new organization chart in which assignments became effective last month. Frank Lynott, Executive Vice President, takes over direct command of the principal divisions of the department with these assignments, all reporting directly to Lynott:

William E. Bartling, Vice President Research Development; Connie Speth, Assistant to the Executive Vice President; George Vaughan, Director Contract Operations and Sales, also reporting to John L. Higgins, Vice President Sales; Joseph Healy, Director Ground Operations; James McLachlan, Director Maintenance and Engineering; Arthur Seymour, Director Flight Operations, and Douglas Smith, Director Flight Control.

Assignments in Maintenance and Engineering follow:

M. E. Powell, Maintenance Sales and Contract Supervision; Chuck Steeves, Superintendent Engineering; John Dewey, Superintendent Quality Control; Bill Thompson, Superintendent Line Maintenance and Overhaul; Joe Baker, Superintendent Facilities and Equipment; Don Fry, Superintendent Material and Product.

(Continued on Page 7)

FTL To Be Featured On 'Success Story'

"Success Story," the television show sponsored by the Richfield Oil Co., for many years over a group of western stations, will feature The Flying Tiger Line in its broadcast of August 24.

The show is built around the achievement of civic and industrial organizations and describes the background of the organization and how its record was achieved.

District Sales Manager Bob Hendricks and Station Manager Bob Beckman are working on arrangements for the show, which will be broadcast from the Portland International Airport between 7 p.m. and 7:30 p.m., Pacific Standard Time.

Employees Group Asks Suggestions

The Administrative Employees Committee is looking for ways and means of improving efficiency and achieving economies in the business of The Flying Tiger Line.

Realizing that employees are the best source of such ideas, the Committee invites suggestions on how these goals can best be achieved. Employees interested in contacting the committee are asked to send their suggestions to the following:

Administrative Employees Committee, Burbank, c/o Manny Marquez.

Employees are asked to sign their names to any communication addressed to the Committee.

Sept. 15 Groundbreaking Will Initiate FTL Chicago Jet Terminal

Ground-breaking for Flying Tiger's first automatic airfreight terminal, which is expected to pioneer the jet age in airfreight for ground facilities, is now scheduled for September 15, Joseph Healy, Director of Ground Operations, announced.

Healy, whose staff has been working on details of the facility for more than a year, said the terminal, to be built at O'Hare Field in Chicago, should be completed by July, 1961, coincident with the airline's introduction of its new CL-44 turbo-prop fleet next summer.

Additional terminals are planned for construction subsequently at San Francisco, Los Angeles and Newark. These are now in advanced stages of development.

80 Tons Per Hour

Housed in a two-story building, the first floor of which will cover 32,000 square feet, the Chicago terminal is designed to handle aircraft, offload, and onload at the rate of 160,000 lbs. of freight an hour. However, the facility will be built on a flexible plan permitting additions which can provide freight-handling capacity of any size needed by the airline.

(Continued on Page 2)

MATS SCHEDULE IN PACIFIC AREA SET

Operation of a fixed contract calling for approximately \$462,000 of transportation over a three-month period has been started in the Pacific by The Flying Tiger Line for the Military Air Transport Service.

The service calls for a twice-weekly flight schedule on a route from Honolulu to Johnson Island, Kwajalein and Eniwetok Atoll and return, plus four trips monthly between Honolulu and Johnson Island.

The airline will use Lockheed Super H Constellation equipment on the 3,200-mile route, flying both military passengers and cargo.

George Vaughan, Director of Contract Operations and Sales, announced that Don Morrissey

(Continued on Page 8)

RAIL RATES UP

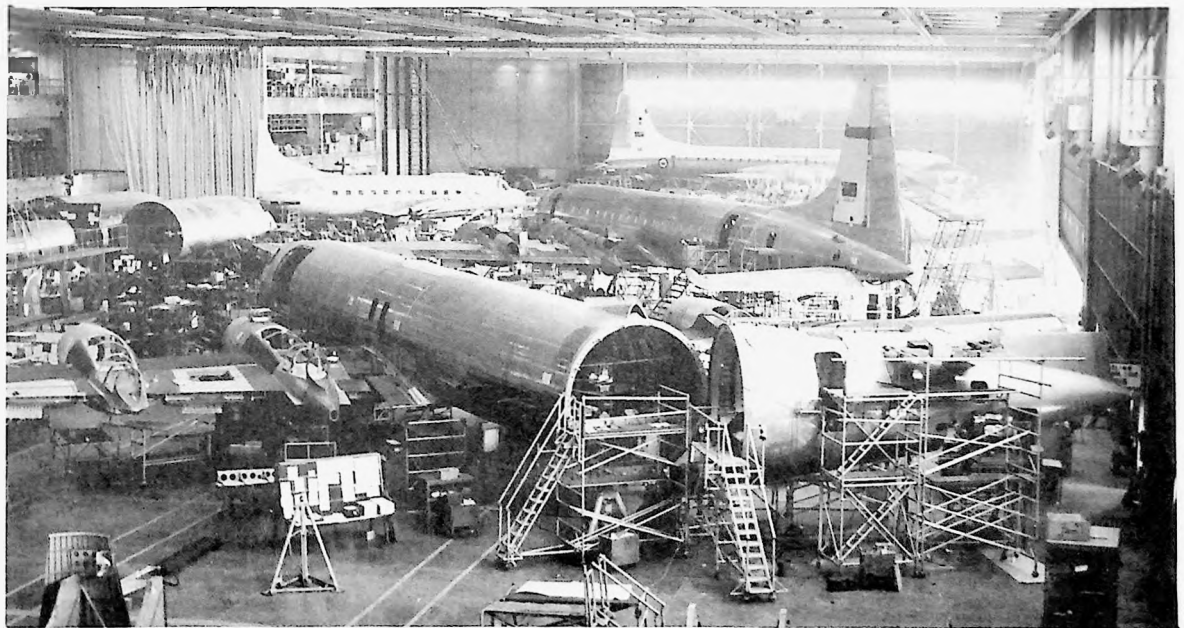
Since 1953, the railroad mail rates in the East have increased 43 per cent, 25 per cent in the West, and 18 per cent in the South. During that period, the rates for airlifting first-class mail have not changed.

Attach First Swing-Tail to Canadair 44

A significant event in the development of true air cargo aircraft took place in Montreal on June 15 when the first swing-tail ever made was attached to the rear fuselage of a Canadair Forty Four turboprop freighter. This first swing-tail Forty Four is rapidly nearing completion in the main Montreal plant of Canadair Limited, the Canadian subsidiary of General Dynamics Corporation, where fleets of these large cargo airplanes are being built for The Flying Tiger Line Inc.

Canadair developed the swing-tail to meet commercial operators' requirements and design was completed before the end of 1958. A functional test-rig was working by October, 1959,

(Continued on Page 4)



Canadairs Coming!—The first swing-tail ever made is attached to the airframe of a Canadair Forty Four turboprop freighter. Actuation, alignment

on closure, locking and sealing had previously been checked out with a functional test-rig.

FTL O'Hare Facility Start Set

(Continued from Page 1)

The terminal is composed of six operating areas:

A freight receiving and delivery dock which can handle 14 trucks simultaneously, with an additional parking area for 20 trailers.

A first floor freight receiving and assembly area.

A second floor storage area accommodating up to 90 pallets of freight, each averaging a 5,600 pound load.

A flexible overhead crane traveling the length of the building to move palletized loads of freight quickly to and from the first floor and second floor storage areas, or into position for loading on an aircraft.

A ramp area with bridges between the aircraft and the terminal, capable of handling two aircraft simultaneously, and permitting the dispatch of a CL-44 every hour.

An automatic control room on the second floor, above the truck receiving dock, providing visibility of almost the entire working area of the terminal. From this point, supervisory personnel can survey and direct the entire terminal operation.

Operating Plan

The terminal operates along these lines:

The truck receiving area is designed to accept freight through three separate means. The principal receiving method incorporates the use of truck bed leveling devices used in conjunction with standard warehouse carts.

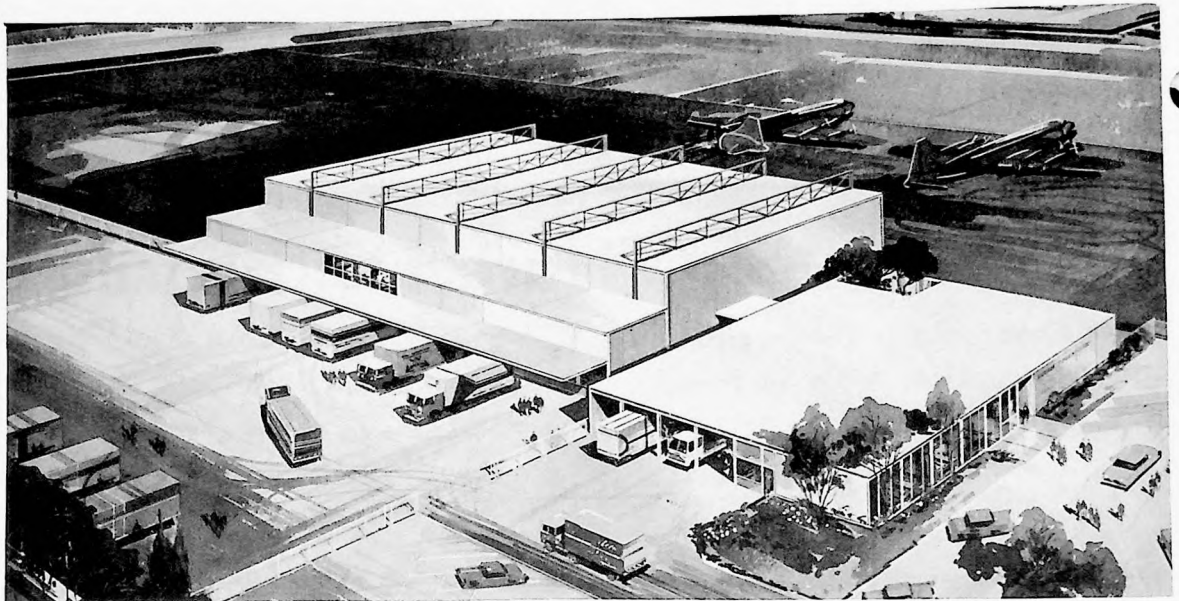
The carts have a specially designed coupling device that engages an in-floor drayage line that operates parallel and adjacent to the truck receiving area. (Area #1)

The drag line conveyor encircles the load make up and strip down areas. The carts are removed and placed into their respective destination load make up jigs.

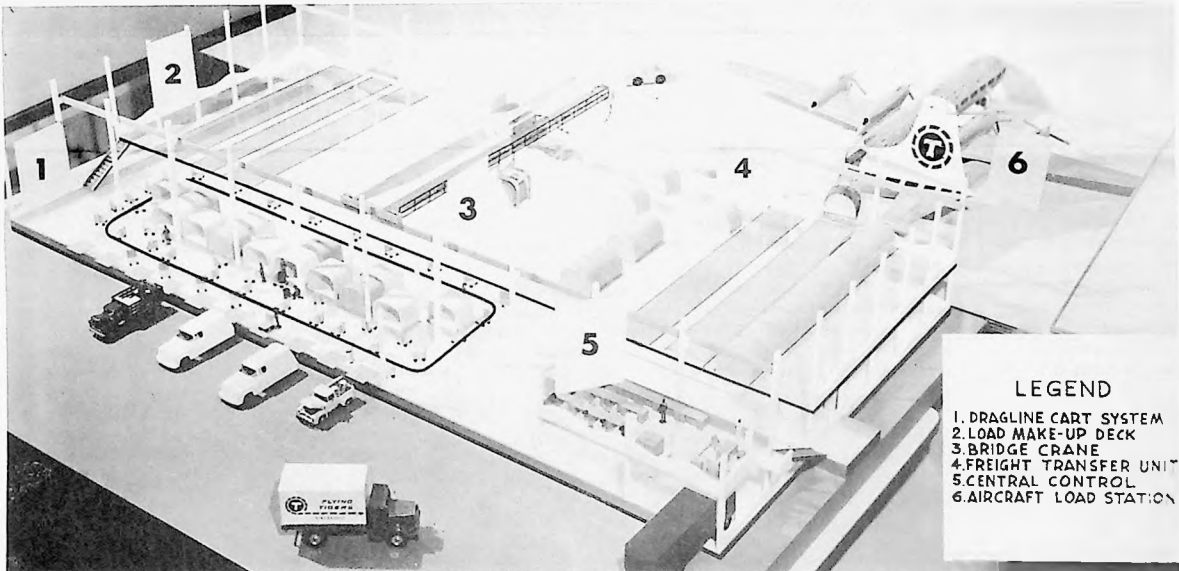
The second receiving method employs the use of telescoping conveyor direct from truck to the airborne pallet. The third method allows a truck to enter the terminal and the crane removes containerized loads or odd and heavy pieces direct into the system.

Use of Crane

With all receiving areas accessible to this overhead bridge crane, the crane can remove all loaded pallets, carrying them to the second floor where they are placed in storage or taken directly to the aircraft load assembly area. (Areas #2-3-4) The crane,



Artist's conception of Flying Tiger's new automatic terminal at O'Hare Field, Chicago. The principal terminal area is the two-story building in the center of the drawing. The smaller, one-story building to the right would provide office facilities for the airline's Chicago staff.



Model layout of Flying Tiger's new automatic airfreight terminal. Numbers indicate respective operating areas.

with its built-in load cells can weigh the pallets, thus enabling the station to complete weight and balance computations prior to the arrival of the aircraft.

The aircraft load station has 20 pallet positions (10 for off-load and 10 for on-load). The on-load assembly is made up in right hand line (Area #4).

Upon arrival, the aircraft is positioned at a 90° angle to the terminal with a transversing ramp serving as a bridge between the terminal and plane (Area #6). Direct on- and off-loading of pallets which move on powered rollers is accomplished between the aircraft and aircraft load assembly area in the warehouse (Area #4).

The nerve center of the terminal is, of course, the central control room, where a cargo supervisor and three controllers regulate the flow of freight.

One controller dispatches trucks and supervises pickup and delivery. Another directs freight into the terminal, and supervises load make-up work. A third supervises the movement of loaded pallets and their location on the system. Four other employees handle documentation and airbills.

The controllers have direct two-way phone contact with all key personnel working in the terminal, so that quick determination on the disposition of freight is easy.

SUPER CONNIE AIDS NORTHWEST AS FREIGHT TRAFFIC INCREASES 21%

The inauguration of Super H Constellation through-freight service between the Pacific Northwest, the Midwest and Atlantic Seaboard in June produced highly satisfactory initial results, George Zettler, Western Regional Sales Manager, announced.

Total Northwest traffic was up 21 per cent, with Portland recording the second best month in the history of the station. Revenue exceeded \$36,000. This was a gain of \$12,000 over the previous month. As a result, District Sales Manager Bob Hendricks, although noting that July

traffic would be affected by plant vacation shutdowns, revised his forecast upward by \$1,000.

Larry Kerr, Seattle District Sales Manager, said that Seattle traffic continued to hold steady despite the fact that aircraft plant strikes seriously affected this normal source of Seattle traffic.

Zettler said the sales promotion and blitz campaigns showed strong results. For example, new accounts recorded in Seattle in June totaled 34, against 14 in May, while Portland new accounts rose from 14 in May to 26 in June.

CREDIT UNION NEWS FOR JULY

Have you heard of the Estate Loan that your Credit Union now issues? It works like this:

Say, for example, that you borrow \$1,000 from the Credit Union on a three-year loan, for the express purpose of buying shares in your Credit Union.

Over the loan period you would pay \$144.80 in interest (at 3/4ths of 1% per month), but you would receive as a dividend on the \$1,000 in shares the sum of \$174.00, if the dividend rate stays at 5 1/2%. Thus you would have a PROFIT of \$29.20 that you might not have otherwise.

When the loan is paid off, you would still have the \$1,000, plus profit, in your savings account.

In addition, free insurance covers both transactions, so that in the event of your death before the debt is settled, it would be paid off by the insurance company, and the \$1,000 in your savings account would be doubled.

Sound like a good deal? It is!

Leona Ross asks that you please put your Employee Number on all business transactions with your Credit Union. It will save work and time, and be a big help to her and Geneva.

Bob Foley is now affiliated with Arthur B. Hogan, Inc., in the sale of stocks and bonds. John Reichl has a car wash located in Tarzana.

The resignation of Katherine Smith as a member of the Board of Directors has been regretfully accepted. The new Board member replacing her is Ben Shelton of the FTL Radio Shop, who is also one of the IAM trustees.

REMEMBER—As a Credit Union Member, you are one of the owners. Do all your saving and borrowing where you get the best deal

AIR MAIL PROFITS

According to POD's "Cost Ascertainment Report," the Post Office realizes a profit on domestic airmail. In 1959, for instance, Post Office receipts for domestic airmail postage were \$173,979,000; payments to the airlines for domestic airmail service, \$55,571,000; other Post Office expenses in connection with domestic airmail, \$96,953,000. Thus, a Post Office profit on domestic airmail of \$21,455,000.



Jane Baldasare, attractive Long Island housewife, who hopes to chalk up a dramatic first by swimming the English Channel underwater, poses with the special underwater equipment flown in by FTL freighter from California.

FTL Flies Gal Swimmer's Gear

When Jane Baldasare, striking blonde Long Island housewife, sets out in August to swim the English Channel the hard way (underwater) she'll have a lot of rosters at FTL.

Jane, holder of two underwater swimming records already, created quite a stir at Newark Airport when she arrived at the FTL strip to check the arrival of the special American Machine & Foundry/Voit Rubber Co. equipment rushed to her from Los Angeles by Flying Tiger for her spectacular attempt at the first underwater Channel swimming crossing.

Fresh from a round of radio and television appearances in Manhattan, she was greeted at the airport by a group of reporters and photographers in the care of Joe Ryan, FTL EWR District Sales Manager, and Pete Healy, Station Manager. Jane answered questions from the press while she went directly to the FTL freighter to watch the offloading of some 350 pounds of ANF-Voit tanks and special Scuba equipment she will use.

Everything stopped while Jane, at planeside, checked through the shipment, and then she was lifted aboard the fork lift platform with her gear for news photos.

Experts estimate that Jane will have to remain underwater for 30 to 50 hours to make the Channel crossing.

Jane, who didn't really become interested in swimming until her marriage to Fred Baldasare, long a swimming and skin-diving enthusiast, developed rapidly into one of the world's best-known underwater sports figures.



Officials of Western Transport Air Force MATS from Travis Air Force Base get a briefing on plans of The Flying Tiger Line for operation of its new automatic freight terminal to be used in conjunction with introduction of the airline's fleet of the first turbo-prop airfreighters in 1961—The Canadair CL-44D-4 swing-tail transport. Left to right are Col. John J. Silva, DCS/Traffic; Capt. Lloyd Johnston, Chief Air Cargo Division

DCS/Traffic; Capt. Ralph Ruebel, Assistant Chief Air Cargo Division DCS/Traffic; Lt. Col. Arthur Haaf, Commander 1501st AT Squadron, Travis Air Force Base, MATS; Joseph Healy, Director of Operations Planning, Flying Tiger Line; Francis J. Higgins, Chief Plan & Policy Division DCS/Traffic; and George Vaughan, Director of Contract Operations, Flying Tiger Line. 10 CL-44D-4's are on order by Flying Tiger.

Healy Predicts Airfreighters Will Work 'Round-Clock in 60s

Round-the-clock operation of airfreight aircraft within the next decade was envisioned by Joseph Healy, Director of Ground Operations for The Flying Tiger Line, during his appearance on an air cargo panel before the Airport Operators Council at Columbus, Ohio.

Healy joined with Benjamin Ryan, head of the Air Force Materials Handling Program; James M. Glod, Director of Cargo Service for American Airlines; Ray Brady, Staff Superintendent, Cargo Relations, United Air Lines; and Ralph R. Theile, Director of Sales for Air Cargo, in a discussion of airport cargo terminal facility needs.

Using Theile's report on air cargo growth, from 340 million ton miles 10 years ago to 846 million last year, and the increase in commercial aircraft, from 347 in 1939 to 1,871 in 1959, the panel sought to determine what expansion needs lay ahead of terminals to meet the next 10 years of air cargo growth.

'Airport Hubs'

Healy expressed the view that there would be a limited number of large airport hubs serving big population areas.

He estimated that during the 60s cargo aircraft would progress from the present capacity of 30 to 40 thousand pounds to 70 thousand pounds, and by 1965 would push the 100,000 pound mark. An aircraft of this payload would have a gross weight in the 400,000 pound range. This meant that runways of 10 to 12 thousand feet would be needed.

As traffic continues to grow,

the character of airport operations will change. For awhile, increased traffic will be handled by the increase in capacity. Then as further penetration is made into the low cost transportation field, cargo aircraft will also be used during the daylight hours with each aircraft making a transcontinental round trip per day.

Individual terminal volume will be further increased by spreading the aircraft operating period over the entire seven day week, in comparison to our present five and a half day week operation.

Intermediate Stops 'Out'

More point to point flying will result as aircraft capability increases, minimizing the present multiple intermediate stops being operated. Aircraft operation will thus acquire a greater balance over the 24-hour period.

Healy estimated the specific number of flights on an industry basis would range from three complete turnarounds at small hubs in every 24 hours to 50 turnarounds per day at large hub terminal points.

Gradually, Healy believes, coastal airports will be bypassed by international traffic. Because of the increased capacity and range, planes will operate over the North Pacific and polar routes to inland terminal points.

First Class Mail Airlifting Controversy Still Continues

The growing controversy over the program of the Post Office Department to expand the airlift of first-class mail, the vast bulk of which now moves on the nation's railroads, continued to mount as Congress recessed for the political conventions this summer. While the movement of such mail over Flying Tiger's system has been small, averaging about \$1,500 a month, the potential is enormous if the Post Office is able to carry out its program for an over-all airlift of all long haul first class mail.

Flying Tiger now is flying such mail between the terminals of San Francisco-Portland-Seattle, Newark-San Francisco, Chicago-Newark, Cleveland-Boston, and Boston-Chicago. The newest addition to the schedule has been the Newark-San Francisco route, operation of which began in June.

Current developments in the battle between the Post Office, the railroads and the airlines is summarized in the following *Wall Street Journal* article plus the editorial comment from *Air Cargo Magazine*, which sums up the paradox of the railroads now fighting a change for which they once fought themselves in their battle with the stage and barge lines.

From *The Wall Street Journal*

The Post Office Department is quietly expanding its experimental delivery of ordinary four-cent mail by airline even as protesting railroads make some progress on proposed legislation to ground the experiment entirely.

In recent weeks, postal officials say, first-class mail has been moved by air via seven new routes—the first major expansion of the program since it began in 1953-54. Moreover, the post office plans a further extension of the first class airlift, to 13 more routes between major U.S. cities, within the next few months.

The 20 new routes will add 900 million pieces a year of four-cent mail, which used to be shipped via train, truck and ship, to the 1.5 billion pieces now moving by airline. Though this is still a slight percentage of total mail traffic, it's enough to provoke the railroads into bitter opposition.

Railroads Gain in Congress

The railroads won an early-round victory when the House Post Office Committee approved a bill that would ground the experimental airlift altogether—except on mail shipments to Alaska, Hawaii, Puerto Rico, the Canal Zone and military bases overseas. But because of the controversy, the bill's chances of passage in this session of Congress are slim. In the Senate, a committee already has rejected the idea of scuttling the first-class-mail-by-air program. And the Post Office Department can be counted on to recommend that President Eisenhower veto a

bill such as the one in the House.

At present, the stakes in the railroad vs. airline fight are relatively small, but the potential is large. If the program were grounded in the continental U.S., as proposed by the House bill, the airlines would lose about \$3 million a year in "mail pay." But the railroads, which get about \$340 million a year for carrying all classes of mail, fear the airlines may get a larger share of the revenue despite assurances by the post office that it intends to move only about 11% of non-local first class mail, and no other classes, to the airlines.

The quiet expansion of the airlift over the past few weeks does little to calm railroad fears, for it adds the first transcontinental segment—between New York and San Francisco—to the program.

Postal Official Backs Airlift

Mail service between major cities can be improved "only by appropriate use of air transportation," Assistant Postmaster General George Moore says bluntly. Abolishing the airlift experiment would delay some first-class mail as much as two days, the Post Office Department asserts.

Furthermore, postal officials say, 1,216 mail-carrying passenger trains have been discontinued since 1953, thus reducing service.

Postal officials say airlifting is cheaper than operating the railway postal service. The railroads, on the opposite side of the argument, claim the airlift is more costly than rail service and discriminates against communities that have no airports.

The post office launched the first class mail airlift as an experiment in 1953. That year and in 1954 first class mail was transferred from railroads and other surface transport to airlines on three major routes, or "segments": Between New York-



Tigress Among Top Winners

The New Jersey Traffic Club, one of the east coast's leading transportation organizations recently selected Miss Jo Ann Giordano of FTL as one of three outstanding Transportation Secretaries in New Jersey.

Jo Ann, secretary to John Brannigan, FTL's eastern regional sales manager, was selected as one of two runners-up in a contest to pick Miss Transportation Secretary of 1960. Decisions of judges were based on experience in transportation, beauty and charm.

Awards of the runner-up trophy to Jo Ann was made by veteran FTL sales representative Bob Nicholas, an active member of the New Jersey Traffic Club.

Photos of the three winners appeared in a number of New Jersey daily newspapers.

Canadair 44

(Continued from Page 1)

and checked-out all aspects of swing-tail operation.

Use of the swing-tail and the Canadair system of mechanized cargo loading reduces ground turn-around time to an hour, compared with five hours for conventional loading methods.

The first swing-tail Canadair Forty Four will roll off the production line in August and FTL deliveries begin early in 1961.

Last year, only 3.1 cents out of every airline revenue dollar came from the mail service. The greatest amount—84.1 cents—came from passengers.

factory surface transport is not available for mail, such legislation would make it impossible to furnish a reasonable standard of service for first-class mail.

"(1) Force millions of postal patrons to accept mediocre mail service because the department could not take advantage of modern more expeditious modes of transportation even though available at no additional cost.

"(5) The airlift of a substantial volume of military first-class mail, both official and personal, would be eliminated, thus denying our armed forces personnel, stationed here and at overseas bases, the benefits of this faster service.

"(6) The trend in the discontinuance and consolidation of passenger train service will continue, thus further aggravating an increasingly acute problem in the transportation of first-class mail.

"(7) Railroads are now receiving more mail revenue than ever before despite the drastic reduction in their mail-carrying passenger train service and will continue in the future to receive an ever-increasing amount of mail revenue."

Washington and Chicago, and Florida points, and between San Diego and Seattle. No major additions to the airlift were made after that, while the post office was studying the airlift and establishing air rates. An unsuccessful railroad-inspired court test slowed progress, too.

Now postal officials are pushing ahead with their airlift plans with an eye on their ultimate goal: One-day delivery of first class mail throughout the nation.

FAA Supports Post Office

Supporting a bill (H.R. 8296) to permit airlift of first-class matter was E. R. Quesada, administrator of the Federal Aviation Agency, who told the subcommittee that the amount of first-class mail which would be affected was "miniscule when compared to the total movement of mail." He continued:

"It is our intention to disregard the importance of surface means for the movement of mail. In many instances, it is the best and only method of transportation. But the converse is also true—that in many cases, air is the best or only means of transportation—and it is on this basis that its merits should be measured.

"We strongly favor the Post Office Department's efforts to modernize the mail system and integrate air transportation into its over-all distribution system. They stand at the crossroads in

attempting to forestall a serious deficiency in the postal service required to meet the growing needs of the country."

For the Post Office there were two witnesses, George M. Moore, Assistant Postmaster General in the Bureau of Transportation, and Bert B. Barnes, Assistant Postmaster General in charge of the Bureau of Operations. Mr. Moore strongly supported H.R. 8296, but dealt mainly with the department's reasons for opposition to prohibitive legislation.

Post Office Position

"The Post Office Department," he said, "is opposed to the enactment of such legislation because it would adversely affect the postal service in the following ways:

"(1) By discontinuing the present airlift of first-class mail it would compel extensive changes in the pattern and organization of mail-distributing processes, seriously disrupt the transportation operations of the department and impair mail service to the public. Over 5 million pieces of mail now airlifted daily would be delayed up to 48 hours.

"(2) Seriously hinder and delay the natural progressive development of the postal service and force the department to ignore public demands for more expeditious transportation of mail in keeping with modern modes of transportation.

"(3) In instances where satis-

'Brain-Washer'

(Questions on Page 8)

1. Strengths
2. Canoeist
3. Factiously, Abstemiously
4. Giaour—an Infidel
5. Ecouae—a cadence in the Gregorian Lesser Doxology. Ugh!

Newest Tiger Contribution to Containerization of Perishables

Another step in the containerization of airfreight shipments has been worked out by Sales, Ground Operations and the Engineering Department of The Flying Tiger Line, which promises further development of perishable traffic by air.

The container, prototype of which was constructed by the airline's sheet metal shop under the direction of Willie Skaggs, is a collapsible aluminum type which can be built up from a minimum height of about two feet to a maximum of six feet. It will carry up to 3,000 pounds of pre-packed, chilled fruit, or other similar perishables.

The idea for the project was supplied by George Zettler, Western Region Sales Manager, and was developed by Tommy Grace, Assistant to Joe Healy, Director of Ground Operations, and Dick Jones of the Engineering Staff.

At maximum size, the box is approximately six feet high, four and one-half feet wide and seven feet long. It is made of alumi-

num sections 14 feet in height, which are interlocking and can be constructed into a solid, rigid box. Collapsed, the box can be reduced to about two feet in height, with the metal sides stowed inside for ease of return, or "deadheading." "Deadhead" weight is only 230 pounds.

10 Boxes Purchased

After the prototype box was finished, the airline bought 10 of the boxes from a metal manufacturer and has been using them primarily in the movement of strawberries, although other fruits, such as pears and peaches also have been shipped in the boxes.

For use, the box is delivered in collapsed state to the shipper, who erects the sides, packs the box, chills it and turns it over to the carrier.

The idea of the box grew originally out of a recognized need for greater protection of perishable shipments. Berries loaded in their original crates are subject to handling damage. Packed in the box, they can be quickly and easily moved in volume without damage to the product. The box also serves to prolong the refrigeration of the fruit.

Grace said that a portable dolly is now being developed which can be attached to the box and permit it to be moved easily by hand even when loaded.

Two EWR Speakers Carry FTL Message

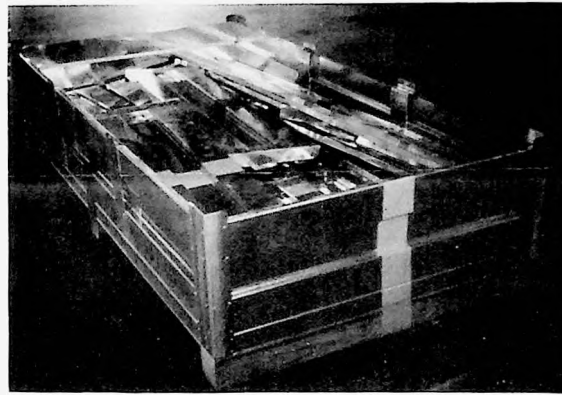
Among the most active of the EWR sales staff in carrying the message of FTL to local civic groups are Oliver Letts and Jim Haggerty. Both have appeared before a number of service club groups in the past few months.

The following article, carried by *The Host Bulletin* of the Lions Club of New York, describes a recent appearance made by this team at a luncheon meeting:

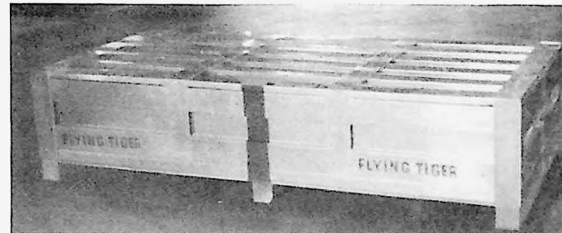
"Two live-wire speakers, Oliver Letts and Jim Haggerty, of The Flying Tiger Line, joined us for lunch and gave a talk covering the history and operations of this, the leading all-freight airline in the country.

"Their talk and colored slides reviewed operations from the date, in 1915, when they finished their assignment flying over the Himalaya Mountains with General Chennault, up to the present.

"They started out with a few obsolete war surplus planes and continued to advance, until they are now ready to put into service a fleet of the latest Jets."



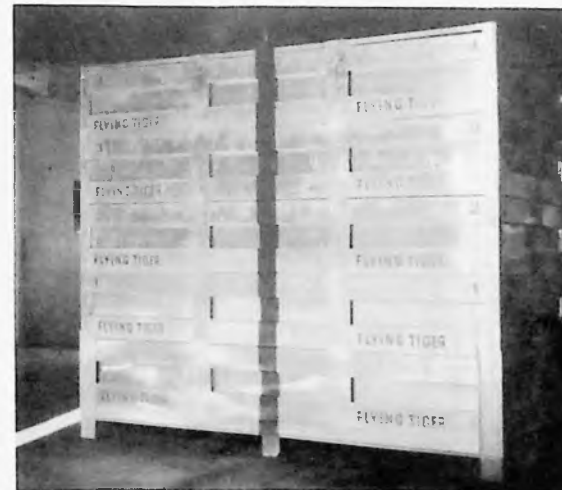
'Knocked down' container as delivered to shipper or deadheaded back to Tigers.



Container at minimum size is about two feet high, four and one-half feet wide, seven feet long.



By adding extra panels, container's height—and capacity—can be increased as desired . . .



. . . up to a maximum of six feet high. Fully loaded, container can hold more than 180 cubic feet of perishable berries or fruits.

New Worker, Old FTL Idea, New Customer!

Miss Lynn Rankin, who joined the Customer Service staff of the San Francisco office of The Flying Tiger Line two months ago, takes seriously the airline's claim to the position that it is the "Specialist for Air Freight" among the nation's air carriers.

And because she does, Flying Tiger has a new customer.

Working with Vern Chase who handles sales for the airline in San Francisco's East Bay district, she convinced the Peterson Tractor Co., San Leandro, that they should utilize FTL service out of Chicago to the West Coast.

The company agreed to try the service on a one-time basis with the promise that if it was satisfactory, they would become a regular customer. The rest of the story from District Sales Manager John Slingerland explains how salesmen get gray-headed and how ingenuity in an emergency pays off:

"For some unknown reason, as has happened in the airfreight business before, that first shipment did not make the flight as had been outlined by Miss Rankin to the customer. Miss Rankin, realizing the unfortunate position this placed San Francisco Sales in, called the customer and advised him of the situation, assuring him that the shipment would be on the flight the next day.

Once again the unfortunate occurred when a weather delay brought the flight into San Francisco too late for delivery that day. At this point Miss Rankin requested, and was allowed, to personally deliver the 75-pound shipment in her car, to Peterson Tractor. Needless to say, this is a wonderful example of an all-out effort to serve both the company and the customer. At this point it appears that Miss Rankin has saved a customer and there is no doubt in my mind that Peterson Tractor will be shipping with us for some time to come."

FTL ORGANIZATION CHART AVAILABLE

A new organization chart showing the departmental structure of the company and administrative personnel and their responsibilities has been prepared by the Administrative Employees Committee of The Flying Tiger Line.

The chart is being distributed to employees but the Committee advises that any employee who has not received the chart and who would like to have it may obtain a copy by contacting Manny Marquez, Director of Budgets, Burbank General Offices.

UNUSUAL CHARTERS VIA FLYING TIGER

Musical Instruments

The arrival in Boston of a Flying Tiger Super H Constellation freighter with the precious load of Boston Symphony instruments marked the completion of a State Department-sponsored trip halfway around the world for the celebrated Boston musical organization. The performance of several key lifts of the group between several Pacific points preceded the final long flight of the instruments from New Zealand to Boston.

Student Groups

Boston also saw the takeoff of two flights of Harvard/Radeliffe student groups. Some 200 hundred students boarded the chartered FTL Super H Constellations at Logan International Airport in a repeat performance of previous group flights by members of this same student group with FTL.

The Michigan Council of Churches, another name familiar for years to FTL's international contract and charter division, also booked two flights out of Detroit's Wayne Major Airport which saw 200 Michigan students leave for Europe to participate in the Michigan Church groups unique exchange student program.

Under this program Michigan students spend their time actually living with selected European families while European children are brought to Michigan to spend like periods of time with selected American families.

Congregation

The Congregation Beth Hamdrash Hagodol flight to Tel Aviv from Idlewild airport in New York marks this group's first flight with FTL.

Boeing Exec's Goods Fly by Tige-Air-Van

Growth of Flying Tiger's new household goods shipping program continued to develop with the initial movement out of Seattle, where five pieces of freight weighing 1,407 pounds were loaded for Boston.

The move was originated by the Boeing Airplane Co., in the transfer of Mr. Wesley Maulden, Director of Planning, to Boston for a temporary assignment. Mr. Maulden left much of his furniture in storage, airshipping enough to meet his needs during the temporary move.

The shipment left Seattle on June 9 and delivery was accomplished at the request of the shipper on June 15.

Arrangements for the move were made by Larry Kerr, Seattle District Sales Manager for Flying Tiger, and Chuck Staley, Seattle Station Manager, in cooperation with Loia Coons, Boeing Aero Space Division Traffic Manager, and Dick Beckett, Sales Manager of Martin Van Lines, of Seattle, which handled the local packing and delivery.

Shown in the adjacent picture inspecting the shipment before it was loaded on Flying Tiger's Super Constellation are, left to right, Kerr, Beckett and Coons.

Tige-Air-Van program, now several months old, is a joint project of Flying Tigers and leading U.S. van lines.



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LATEST UNUSUAL TIGER CHARTER

One of the most unusual domestic freight charters performed by Flying Tiger recently resulted from an energetic FTL salesman's plea to a large shipper to "call FTL any time you have a shipping problem."

Ollie Letts, veteran EWR salesman, had also assured the potential shipper that FTL not only offered a dependable common carriage transcontinental service but was also noted for its performance of unusual charters both international and domestic.

As a result of this repeated sales message, when the executive vice-president of this nationally known corporation died suddenly in New York early in July, Letts received a call from one of the company's officials wondering if FTL could fly the body to Chicago.

Letts and Joe Ryan, EWR district sales manager then arranged through FTL channels to provide a charter aircraft which performed the flight the next day.

Ooops, There!

Chuck Snoke's "Brain-Washer," a regular feature of the *Tigereview*, is wearing a red face these days.

In the May issue, Chuck listed 10 misspelled words, challenging readers to get eight of them correct. One of the misspelled words was "Gassify."

When Mrs. R. B. Pietrzak, wife of the Acting Traffic Manager of the Saginaw Steering Gear Division of General Motors, came on the answer, she promptly informed her husband that "Brain-Washer" was wrong twice, both on the original misspelling as well as the suggested correct spelling.

"Brain-Washer" listed the correct spelling as "gasify." Actually, as Mrs. Pietrzak pointed out, it is "gasify."

When District Sales Manager Buck Wolworth called on Mr. Pietrzak, he pointed out the error and Buck passed it along to Chuck, who promises to do more diligent research on future "Brain-Washers" lest we get a new editor.

SFO Reports Doggie Doings

The following story recently appeared in several San Francisco newspaper columns and Vice President George Cussen says every word of it is true:

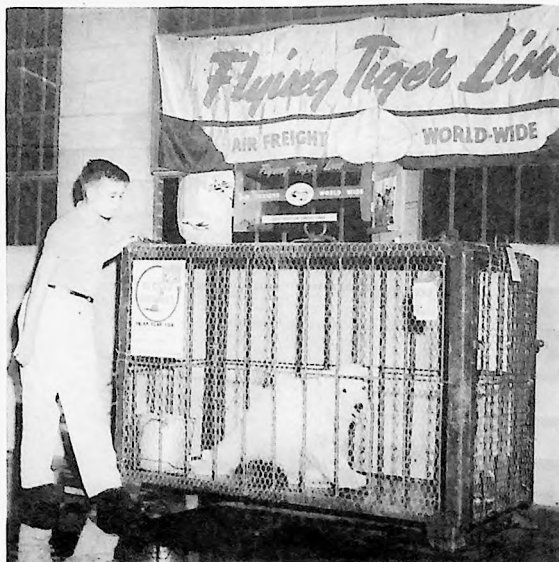
THE ANIMAL KINGDOM—Down Woodside way George Cussen, a Flying Tiger vice president, has an amiable boxer dog named Tige who is, at the moment, dispossessed.

Ordinarily, Tige lives in a somewhat elaborate dog house on the back lawn. But the other night Cussen noticed that Tige had pulled his blanket out of the dog house and was sleeping al fresco on the lawn.

Turned out that this was either bashfulness or snobbery on Tige's part, because Cussen discovered that the dog house was occupied—by a pretty rocy looking lady fox.

Mrs. Cussen is all for taking a shotgun to the vixen, but George is holding back. For one thing, it's Woodside. Would you shoot a Woodside fox without hoss, hounds and winding horn?

For another thing, George is a romanticist. He keeps envisioning a love match and the possible result. Boxing foxes? Foxy Boxers?



John Edward Ryan, 11-year-old son of Joseph Ryan, EWR DSM, is shown chatting with Atertak, most popular recent "passenger" at EWR.

'Quelle Hoppen To the Climate?' Atertak Asks

Atertak must be wondering "what in the world happened to the climate."

Imagine a polar bear moving from Alaska to Florida in the middle of the summer!

Yet that is what happened to this furry 75-pound female cub, which became a gift from the children of Alaska to the children of Florida through the courtesy of the Alaska Fish and Game Commission plus three airlines, including Flying Tiger.

Atertak, who is five months old, became an orphan when her mother was killed while attacking an Eskimo sled dog. She was found near Point Barrow. After her brother died, Atertak was selected to fill a request from the children of Florida for their own polar bear.

So it was that the Governor of Alaska loaded Atertak and her cage aboard an Alaska Airlines plane in June, which brought her to Seattle, where a Flying Tiger airfreighter picked her up and carried her to New York. Thence, a National Airlines plane flew her to her new home in the Crandon Park Zoo at Miami, where she was welcomed by Governor Floyd Collins.

'Finger-Snapper'

Atertak eventually got used to her 6,000-mile journey but the start was a little hectic. When she arrived in Seattle, FTL's District Sales Manager, Jerry Kerr, had the idea of putting her on a leash and parading her on a corps of news and TV photographers. He soon gave up this idea when, after confronting the rapidly pacing cub, he sought to pet her.

Her quick snap had Larry counting his fingers which, fortunately, emerged unscathed, and Atertak, needless to say, remained in her cage.

However, by the time she reached Chicago, Station Manager Dave Gardner reported she had become a favorite of enroute personnel and that some of the cargo handlers expressed a desire to take her home as a pet.

At Newark, she was a distinct social success and got a formal welcome from John Edward Ryan, 11-year-old son of District Sales Manager Joe Ryan, who represented the children of New Jersey. By this time, Atertak was reported quite "friendly" but how she felt after getting a taste of Florida summer has yet to be reported.

MAIL MOVEMENTS

Railroads move, according to the Association of American Railroads, a letter an average of 512 miles. The airlines move a letter an average of 1,227 miles.

Prescott Heads Los Angeles Area Community Chest Campaign

President Robert W. Prescott of The Flying Tiger Line has been named Chairman of the 1960 San Fernando Valley Community Chest drive. He will head up an active working executive group of leading businessmen of the Valley, who will bear the responsibility of raising more than \$200,000 as the Valley's contribution to the Los Angeles Community Chest goal of \$12,000,000.

Prescott accepted the appointment at the request of Courtlandt S. Gross, President of Lockheed Aircraft Corp., who has been a key figure in the Los Angeles Community Chest, which is under the chairmanship this year of Ernest Loebbecke, President of The Title Insurance and Trust Co.

"The Chest is the only means by which 170 welfare agencies in Los Angeles County get financial

aid to perform services for unfortunate men, women and children whose plight is beyond the imagination of most of us," Prescott said.

"If we more fortunate people could take an afternoon to tour some of these agencies and see the work they are doing, there is no question in my mind that the fund would be heavily over-subscribed."

Leaders Join Drive

Joining Prescott in the 1960 drive from the Valley are such leading business figures as Cyril Chappellet, Vice Chairman of the drive and Senior Vice President of Lockheed Aircraft Corp.; Robert "Bones" Hamilton, president of Hamilton Buick Co., and for those of football memories a former All-American from Stanford University; Roy Marquardt, president of the Marquardt Corp.; Arthur N. Curtiss, General Manager, RCA West Coast Missile & Surface Radar Division; Robert S. Fuller, president of the San Fernando Valley Savings & Loan Association; Luther E. Hooker, Manager of the Canoga Park Branch of the Bank of America; Robert L. Kitchin, Vice President of the Glendale Savings & Loan Association, and Mrs. Gilman W. Rankin, Chairman, 31st P.T.A. District Committee.

In the early days, it cost 24 cents an ounce for an airmail letter to go from New York to the West Coast and it took about 33 hours. Today, an airmail stamp costs seven cents and the letter can be moved coast-to-coast in less than five hours via jet. Only about one-fourth the cost, and six and one-half times as fast.

Tigers Help Put Out Fire In Pennsylvania

A stubborn mine fire on the outskirts of Pittsburgh started an unusual weekend charter for The Flying Tiger Line and EWR Agent Ron Pfefferle.

A telephone call from the Consolidated Mining Company in Allegheny County, Pennsylvania on a late Sunday night in June resulted in FTL's performing a dramatic domestic charter of 14,000 lbs. of fire-suppressing chemicals from EWR to Pittsburgh to help extinguish a dangerous mine fire which threatened to spread beyond control. A play-by-play story as related by Pfefferle follows:

"Just before midnight on Sunday a call came in to EYVR from Mr. Kemper of Consolidated Mining Company in Allegheny County, right outside of Pittsburgh. Mr. Kemper said that Consolidated had located a supply of fire-suppressant chemical in Jersey City that was badly needed to control a mine fire at the Consolidated Mining Company mine in Allegheny County and inquired about the possibility of air charter delivery.

"He pointed out that the fire had been raging in the mine since that afternoon and would undoubtedly grow unless additional supplies of chemicals were applied. He cited the emergency nature of the project, stated that the mine was practically out of fire-suppressant chemicals.

"We had 12 Charlie set up for Boston/Bradley at 0300 Monday morning, so I immediately queried GTO in Burbank for an OK to use 12 Charlie for this charter. When the word came back from Burbank with a quote acceptable Mr. Kemper, we arranged for the emergency flight and accepted delivery at EYVR for the flight to Pittsburgh, which was performed without incident in typical FTL fashion."



IF YOU'LL BE MY BRIDE, I'LL CARPET OUR HOME WITH U.S. SAVINGS BONDS THAT NOW PAY 3.94% INTEREST.



Executives Check 'Check List'—Leaders in the 1960 Community Chest campaign discuss check list handed to Valley industrialists at Chest support meeting held in Lockheed Aircraft Corp. executive dining room. From left are Robert W. Prescott, 1960 Valley Chest chairman and president of The Flying Tiger Line; Courtlandt S. Gross, host and president of Lockheed Aircraft Corp.; Ernest Loebbecke, 1960 Los Angeles Area Chest chairman and president of Title Insurance and Trust Co.; and Robert "Bones" Hamilton, West Valley commerce and industry chairman and president of Bones Hamilton Buick Co.

HEAVY PRINTING MACHINE FLIES VIA THE TIGERS

The first shipment in what Flying Tiger District Sales Manager John Slingerland of San Francisco believes may develop into a substantial volume of traffic left San Francisco for Chicago this month when the Regan Industries sped a 2500-pound, \$37,500 machine eastward for a special showing to the printing industry.

Composed of three units, the machine embraces the Regan process to produce pre-curved plates for rotary presses, eliminating the need for duplicates via stereotyping or electrotype plates. The process has been in development for four years.

Michael Gurley of the San Francisco Sales staff developed the account, using three of the most salient points of the air-freight story to obtain the traffic. He pointed out that the airline could easily meet the show deadline of the customer, and additionally, could save money in packaging costs because the equipment could be skidded and needed no more than a plastic covering for protection of the machine. He also emphasized the airline record for handling valuable, delicately balanced industrial products with freedom from damage.

As a result, George Regan, Jr.,

Operations

(Continued from Page 1)

tion Control.

Assignments in Ground Operations follow:

Tom Grace, Assistant to Director; Jack Coveney, Claims Manager; Bud Whitney, Superintendent Methods and Procedures; Paul Stokes, Superintendent Eastern Region, comprising all stations from Chicago east; Dean Sheets, Superintendent Western Region, embracing all Pacific Coast stations.

Assignments in Contract Operations and Sales:

Chuck Snoke, Assistant to Director; Ed Hembree, Assistant Director; Eddie Holohan, Washington, Manager International and Military Affairs; Ed Fahey, Tokyo, Representative Far East; Ronald Clark, London, Representative Europe; Don Morrissey, Honolulu, Manager Pacific Operations and Sales; Joe Correa, Newark, Operations Manager Atlantic; Brian Hayhoe, New York, Contract Sales Manager Atlantic.

Flight Control assignments:

Russ Emerson, Chief Flight Controller; Carvin Gekler, Senior Crew Controller.

Assignments in Flight Operations:

Doug Robins, Assistant to Director; Hal Kolp, Assistant Director; Robert Ford, Operations Engineer; Tom Haywood, Superintendent Training Publications; Len Jarvis, Chief Navigator; John Ristaino, Chief Flight Engineer; Oakley Smith, Chief Pilot, Newark; Don Sanders, Chief Pilot, San Francisco; John Holmes, Chief Pilot, Burbank.

The picture reproduced below shows Mr. Regan (right) and Gurley watching the delivery of the equipment to Flying Tiger's Chicago Super Constellation flight at San Francisco airport.



Air 'Rescue Lift' Heads Recent Tiger Activities

A Flying Tiger transatlantic "rescue lift" of a group of 98 students stranded in New York highlights a variety of charter flights performed in a thirty-day period early this summer.

The charter flights which have added an estimated half a million in revenue to the line's income also included the performance of such diverse contracts as both passenger and freight charters for two European international flag carriers; group charters for a Harvard/Radcliffe student group; Michigan Council of Churches; an American Field Service student group; a group flight for the Congregation Beth Hamedrash Hagadol; and the airlift of instruments and baggage of the Boston Symphony Orchestra from Auckland, New Zealand to Boston.

The interesting prelude to the American Youth Hostel "rescue airlift" was related in *The New York Times* on the day the FTL flight flew the stranded group to Europe. Here is the *Times* story:

Ninety-eight students and teachers who were scheduled to fly to Europe a week ago for two months of camping trips have been camping instead at a New York hotel, waiting for an airplane.

However, arrangements finally have been made with a substitute airline to get them under way.

The group, composed of members of American Youth Hostels, Inc., arrived here a week ago and checked in at the Paris Hotel for what was expected to be a one-night stopover.

They have been here since. According to a spokesman for the organization, here is what happened:

Trans International Airlines, a supplemental line that specializes in charter flights, notified the group that the DC-6B plane scheduled to carry them had developed engine trouble in Hawaii.

Arrangements then were made with another charter line to provide a substitute plane. But this fell through. In the meantime, the original plane had been assigned to another flight.

Yesterday, The Flying Tiger Line, a sizeable organization that runs a scheduled domestic cargo service as well as passenger charters, came to the rescue.

It will fly the campers to London tomorrow evening.

To compensate for the curtailment of their planned European travels, the campers have been making some unplanned trips to Chinatown, Coney Island, the Cloisters and other local attractions.



A happy group of 98 American Youth Hostels students gaily wave goodbye as they prepare to board a Flying Tiger Line Super H Constellation for Europe after being "stranded" in New York for four days. Justine Cline,

AYH director, had high praise for FTL's ability to perform the "rescue" flight within 24 hours, and the cooperation of Jim Correa and Kurt Jordan, veteran FTL employees who handled the flight's departure.

MATS PACIFIC SCHEDULE SET

(Continued from Page 1)
has been named Superintendent of the Pacific Region for CONOPS, with O. C. Stubbs serving as Maintenance Foreman. Both will be based at Honolulu. Morrissey formerly served in CONOPS at Travis Air Force Base and San Francisco.

Flying Tigers' base for the contract will be at Honolulu, with operations out of Hickham Field. Three complete flight crews have been assigned to the schedule, which will be operated with Aircraft 17 Charlie.

The schedule calls for twice-

weekly departures from Honolulu on Tuesday and Thursday at 7 a.m., with flight legs to Johnson Island, 825 miles; thence to Kwajalein, 1950 miles; and termination at Eniwetok Atoll, 410 miles. After a 12-hour crew rest at the Atoll, the flight returns to Honolulu via the same route.

In addition to this service, the operation calls for four trips a month, on Wednesdays, from Honolulu to Johnson Island and return.

The MATS contract is being operated for the Navy and involves classified military supplies.



Tigers Fly Another Great Horse—Another name was added to the roster of thoroughbred elites who have been flown by The Flying Tiger Line when Bryn, stakes winner on American tracks, was brought from Mexico City to Cleveland by his owners, Edward Bindofer (left) and Eric Parer, to race in the \$15,000 added Ascot Gold Cup event at Cuyahoga Falls, Ohio.

'Brain-Washer'

By CHUCK SNOKE

(Answers on Page 4)

1. The plural form of a common word of nine letters has eight consonants and but a single vowel. What word?
2. Can you name a common word that has the vowels OEI together in that order?
3. Can you name two words in each of which all the vowels (AEIOUY) fall in proper sequence?
4. Name a word that has four vowels together.
5. Better than that, name one of six letters, all of which are vowels. Don't bother—look up the answer.

In 1949, the airlines carried 61 ton miles of U.S. mail. Last year, they carried more than 200 million ton miles.

LETTER 'SPARKS UP' RYAN FOR WEEK

Joe Ryan, district sales manager at Newark, received a letter on a recent Monday morning from Pete Franco, sales coordinator of Chemical Rubber Products, Inc., Beacon, New York, that, as he says, "sparked him up for the whole week." Franco wrote:

"It is my extreme pleasure to advise you that the service we have been receiving from the Flying Tigers far surpasses all other lines.

"In the past, we have been using Flying Tigers for the greatest percentage of shipments to Los Angeles and San Francisco, and in the last year have had no instance of a shipment taking more than 24 hours to reach either destination.

"It is my opinion that this is an extremely good record and because of this performance we are earmarking all shipments, to all destinations which Flying Tiger can handle, to be shipped via Flying Tigers."

THE FLYING TIGER LINE

LOCKHEED AIR TERMINAL • BURBANK, CALIF.