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Tiger Revenues Up Substantially 1965 over 1964 Says Prescott

Robert W. Prescott, president of The Flying Tiger Line, reviewing last year's operations, said that record revenues and earnings were established by the airfreight carrier in 1965, its 20th year. The airline, which Prescott founded in 1945 as the nation's first all-cargo carrier, reported net income of \$3,641,732 for the year ending December 31, 1965, and revenue of \$56,155,859. These figures represent a gain of 143 per cent in net income and 23.5 per cent in revenues over 1964.

CONTAINERIZATION HELD KEY TO REDUCED AIRFREIGHT RATES

The Flying Tiger Line is optimistic about the advantages containerization will bring to the air cargo industry, Peter T. Albert, FTL vice-president-sales said recently.

The Flying Tiger Line originated the request for meetings to study containerization on an industry wide basis and we fully support the conclusions reached by the industry group, Albert

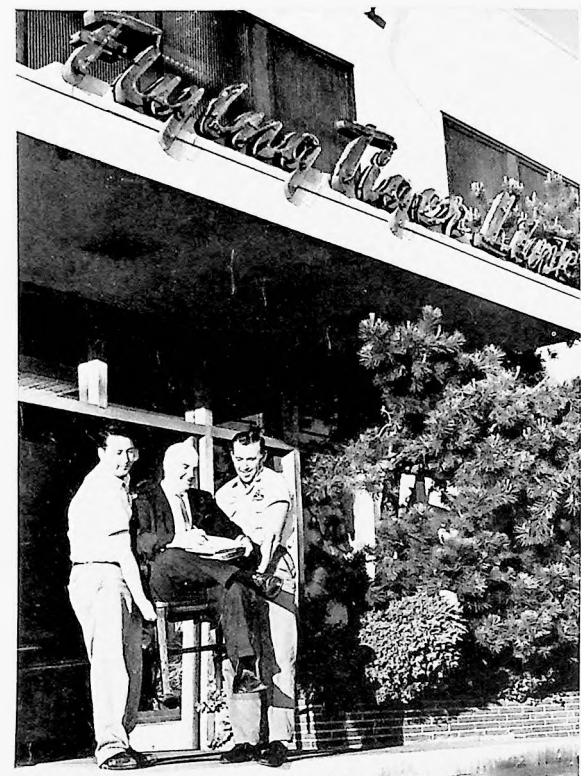
indicated in his statement.

Albert said there are still details to be worked out by the Air Cargo Service and the Tariff Committees of the Air Transport Association, but FTL is preparing to actively pursue the implementation of a container program, after remaining issues have been resolved.

He said containerization focused (Continued on Page 9)

Earnings, which were derived entirely from operations and included no special items, were equal to \$2.23 a share on 1,607,995 shares of outstanding common stock. In 1964, the carrier earned \$1,500,708, including special items of \$199,439, equal to 93 cents a share on 1,605,895 common shares adjusted for a 1965 stock dividend of 5 per cent. Revenues for 1964 totaled \$45,468,385.

Reporting an all-time high in the 1965 operating profit of \$8,819,926 before interest payments (Continued on Page 7)



Bye Bye BUR—Joe Baker, who played a large part in organizing the move from Burbank to Los Angeles, and who normally can't find enough hours in the day to keep pace with his countless responsibilities, is shown being moved out with the rest of the fixtures at the Tigers' Burbank administration building.

TIGER MOVE FROM BURBANK TO NEW LAX BASE COMPLETED

Relocation of the general offices and maintenance facilities of The Flying Tiger Line in a new \$4,500,000 base at Los Angeles International Airport is now complete.

The move from the airline's Burbank headquarters at Lock-

heed Air Terminal completes a transfer of facilities which began in 1964 when the airfreight carrier established its Los Angeles freight station at Los Angeles International Airport.

The general office and maintenance base is located at 7401 World Way West, while the airfreight station is in the cargo terminal area at 5720 Avion Drive.

The move from the Burbank base, which the Tigers had occupied since 1947, involved the transfer of 850 employees, and some 1750 tons of equipment and machinery.

The new Los Angeles maintenance base occupies a cantilever-type hangar which is the largest ever built in the west. It can accommodate three Boeing 707-349C intercontinental jets at one time.

Prescott Named to Bank Directorate

Robert W. Prescott, president of The Flying Tiger Line, has been elected to the board of directors of the Manufacturers Bank of Los Angeles, Leonard Weil, president, announced. Prescott previously had served on the bank's advisory board.

TIGERS SEEK ROUTES OK INTO CANADA

Washington, D. C. — Applications for extension of airfreight and mail routes to Toronto, Montreal and Vancouver have been filed by The Flying Tiger Line with the Civil Aeronautics Board here.

The applications prepared by Flying Tiger General Counsel Norman L. Meyers follows the signing of the Air Transport Agreements between Canada and the United States in January, 1966.

The Flying Tigers, the only U. S. transcontinental all cargo airline, asked the CAB to treat the applications as an extension of its domestic airfreight route 100.

The company proposes to serve the Canadian points with (Continued on Page 2)



Hello LAX—Furniture and office equipment is moved into The Flying Tiger Line's spanking new administration building at 7401 World Way West at

Los Angeles International Airport. Note the clock above the canopy over the main entrance had not yet been completed at move time.

Announce New Tiger Schedules

A major revision of the all-cargo schedules of The Flying Tiger Line, the nation's only all-cargo trans-continental air carrier, which will lift daily freight capacity in excess of 800,000 pounds and provide increased frequency as well as faster service on both non-stop and through service flights was announced recently by Peter T. Albert, vice-president of sales.

The new schedules which are effectively immediately call for the addition of two new trans-continental flights with CL-44 swingtail prop-jet equipment. Albert said the Tigers would now have eight CL-44 freighters on its trans-continental services with two Lockheed Super Constellations providing regional service in eastern areas.

Significant among the new wrinkles introduced by Tigers is the stepped-up service from San Francisco to New York which becomes the only non-stop freight service between the two points.

Tiger also offers the only through service from San Francisco to Cleveland, as well as through service to Detroit.

The Tigers now boast the latest departure time and the earliest arrival time from Boston to Chicago, Albert said. Freight can now be moved out of Boston at 11:30 p.m. and arrive in Chicago at 1:05 a.m. The same flight arrives in Los Angeles at 6:20 a.m., paring 45 minutes from latest published schedules.

Also Boston-Seattle

The Tigers now offer next-morning service from Boston to Seattle with a flight arriving in the northwest city at 11:15 a.m.

Albert also pointed out another Tiger exclusive: The industry's only single airplane through-cargo flight from Hartford, Conn., to Seattle, and the only direct service from Hartford to Detroit.

Service now includes next-morning service from Hartford to Los Angeles.

The schedule revision includes improved service from Philadelphia to the midwest cities and the only single-plane service from Philadelphia to the Pacific northwest. Service has also been speeded up between Philadelphia and Los Angeles with next morning service being offered.

Albert said The Flying Tiger Line has placed enough faith in the airfreight potential of Cleve-

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Airfreight Future Hinges on Marketing

Airfreight's past depended on the full development of the power potential—its future depends on exhaustive exploration and development of the airfreight market. This was a capsule analysis of the industry made by Flying Tiger vice-president of ground operations Joe Healy in a talk at the American University, Washington, D.C.

"The age of survival is now being replaced with the age of long-range marketing and operating programs to fully exploit the airfreight transportation media in a sound, orderly and efficient manner," Mr. Healy stated.

He quote the late General Claire Lee Chennault who once said: *"The future of airfreight transportation is unlimited. Unlimited because there is no limit to power."*

"In fact," Healy said, *"you will most likely see the day when we can put enough power on this building we are sitting in to fly it through the air."*

He told the group the leaders of the airfreight industry had made the field secure through power development, and looking to the future, they are concerned with changing the habits of a nation.

Mr. Healy said the industry must realize that in order to consider airfreight speed as a means of over-all cost reduction in distribution, it is important that a full distribution audit be made whereby physical distribution costs are charged by product and function throughout the entire pipeline.

"Sharp increases in demand for airfreight indicates the business community is finding out it can eliminate costly warehousing by air service," Healy said. *"Reducing inventories drasti-*

cally, they can cut down their total distribution costs and provide better service to their customers," he added.

Healy said the cheapest way to send goods from New York to California is via the Panama Canal, but all goods do not move by that means.

Computing Savings

"How much speed is worth in dollars and cents to a given product in a given company, is a value that cannot be determined in the shipping department alone," he said.

"The cost of money associated with goods in transit—the sale value of reaching the market with speed and re-supplying same—the cost in loss through inventory-obsolescence—the savings in warehousing and distribution cost—the sum total of these and other facets determines the value of speed in today's commerce."

"Getting the industry to use this measuring device is what we mean by shipper education," he said.

Healy predicted a continued search for improved packaging techniques.

Three Objectives

He said the industry will employ packaging engineers who will introduce well-thought-out programs with three objectives:

- To bring packaging in closer balance to the environment of airfreight transportation.

International Marketing Seminar—The first annual International Marketing meeting wound up three days of fruitful discussion in January and George Zettler claims the sessions proved enough to warrant a repeat get-together next year. Standing left to right: Mike Gurley, Noe Cadena, Gerry Nimitz, Art Ives, Greg Manna, Dave Gardner, Bill White, Pete Healy. Seated against wall, left right: Ed Trott, Bill Grassfield, Ivan Towler, Paul Stokes. Seated at table, front left to right: Nick Nishiyama, Richard Shaklee, James Pepper, Dean Salyen, Mike Sullivan, George Zettler, chairman, Raymond Keiser, Robert Hendricks, Vernon Gray, Ronald Clark and Jon Liss.

FTL Seeks OK of Canada Routes

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its modern fleet which consists of Boeing 707 jet freighters; Canadair jetprop CL-44 swingtail airfreighters and Lockheed Super Constellation L-1049H airfreighters.

The CL-44's with their swingtail design were specially designed for Flying Tiger's domestic and overseas freight operation, making possible the loading of pieces the entire length of the cargo hold. These aircraft were manufactured in Canadair's Montreal plant.

- To give clearer definition to cube and weight factors directed at taking maximum advantage of available aircraft cube.

- To improve service dependability by insuring that a greater number of products arrive in a safe, undamaged condition avoiding unnecessary customer inconvenience and expense of repair and adjustments.

Canada Potential Highlight of FTL Marketing Meet

Flying Tiger personnel concerned with various international programs held what turned out to be the first annual International Marketing meeting at Burbank January 5, 6 and 7.

The meeting was opened by Pete Albert, vice-president of sales who told the group that expansion of future revenues must come from international traffic, and that Flying Tigers plans to analyze Canadian markets.

A research team headed by Ray Keiser has since returned from an extensive study of the Canadian scene and the findings of this research are expected to be released soon. Other members of the team were Bob Cashman, Noe Cadena and Terry Grimm.

Other items discussed at the three day meet included air-sea operations, mixed loads, review of present procedures and communications, status of agents, airlift interline programs, trans-Pacific Conference court case, and reports.

Also advertising, contract sales, tariff increases, weighing of interline and import traffic, appraisers and cooper cases and the relationship with non-shipping representatives.

Chairman of the meeting, George Zettler, general sales manager, said a number of conclusions had been reached and procedures established.

January Traffic Sets New Mark

Domestic airfreight traffic in January on The Flying Tiger Line established another all-time monthly record, with revenues totaling \$1,376,567 and ton-miles passing the 10 million mark for the first time in January.

The January revenue mark surpassed the same month of 1965 by 17.5 per cent, while the ton-mile figure of 10,201,503 was 24.2 per cent ahead of last year. In 1965, January revenues totaled \$1,171,443, while ton-miles recorded were 8,209,762.

January marked the 26th consecutive month in which domestic airfreight traffic has surpassed the comparable month of the preceding year.

Pole Cat Preparation A Wild 'Can Do' Tale

(Editor's note: Following is the second story in a two-part series on the historic flight of the Pole Cat. This article recounts all the preparation and work that went into getting the Pole Cat off the ground. Earlier, we told how the flight was flown and the records established.)

Bob Prescott, whose idea for a trancontinental airfreight system led to the founding of The Flying Tiger Line in 1945 as the nation's first all-cargo air carrier, once summed up a basic reason for the success of the company through many a hectic and money-troubled year thus: "We made it because we could turn on a dime!" In other words, since nobody knew anything about airfreight when the Tigers got into the business—and precious little for some years after that, the man who hesitated to try out an idea that looked just a little bit good never knew what an opportunity he might be passing up.

On the other hand, this same man, if he couldn't shove a pre-conceived idea or any idea at all when it began to taste like sour milk wasn't slated to stay around very long.

And that's what Prescott meant by turning on a dime.

Some of the ideas worked out very well, ultimately, and some sooner than that, like the idea of low-cost airfreight itself; like the idea for high density seating; like the idea for low-cost group tourist flights; like the idea that airplanes should carry more freight than the manufacturers thought. And so on.

And then, of course, there were the failures too. But no need to recount them.

Pole-to-Pole 'First'

All of which brings us down to the fall of 1965, when the Tigers took on and succeeded in one of the great adventures of one of the more glamorous phases of its complex freight and contract business—a contract to fly around the world, from pole to pole, a feat never before achieved by man.

Lowell Thomas, Sr., a famed adventurer himself, called it the last great exploration of the earth by conventional aircraft.

What this has to do with turning on a dime will unreal itself as the story proceeds. Suffice it to say that what the Tigers did in one week last November what very likely may have set an all-time record in getting a big job done quickly.

Jim McLachlan, vice-president of maintenance and engineering, was sitting in his office one day when the phone rang and Fred Benninger, executive vice-president, began talking.

The Tigers, said Benninger, had a chance to take on a contract with their newly delivered Boeing 707-349C intercontinental jet which would require fly-

ing it around the world in about 50 hours, over both the North and South Poles. They'd be well paid. The only thing was that the airplane would have to be modified to take on extra fuel tanks holding about 4,000 gallons, have some scientific research instruments installed and accommodate about 20 or 30 passengers.

'When?' Is Question

When do we do this, McLachlan wanted to know. Benninger said he thought if we did it, we'd know in a month or so.

Then the big question:

"Can you do it?"

There was a moment of silence and then the reply:

"Yes, we can do it!"

And there the great flight rested until the week of November 8.

In the meantime, Vice-President of Operations Ed Pinke, McLachlan, Chuck Steeves, manager of engineering and quality control, and John Dewey, manager of maintenance, decided to do a little pre-planning, just in case this "crazy thing" came off. At this point, the two men who

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1—This shot graphically shows the emergency fuel tank installation in the Pole Cat. The big fuel lines running along the right side of the tanks are those used to pump fuel into the tanks from trucks outside the aircraft. The lines down the center vent off fuel fumes, while those down the left side feed fuel from the tanks into the main center section tanks of the aircraft. The bulkhead door in the background leads into the passenger section in the aft portion of the airplane.

2-3—Here are two views at Palm Springs as the Pole Cat was getting ready to depart. CBS interviews, from left to right, William Schulte, chairman of the International Aeroclassic; Capt. Jack Martin; President Bob Prescott of Flying Tigers; and Col. Roscoe Turner, famed aviation racing ace. The second picture shows Capt. Martin waving farewell from the cockpit just before take-off.



Pole Cat Set Air Firsts

The flight of the Pole Cat added two important "firsts" to aerial navigation and communication, Loren DeGroot, 30, head of the navigation systems department at Lear Siegler, Inc., said upon his return from the historic adventure.

He said the flight proved the worth of six months of calculations through sextant sightings taken during the trip of the planets Saturn, Venus and the sun. Only through actual experience, he said, could the navigators prove that an astronaut could use the conventional marine sextant to plot his precise location and altitude in orbital flights without the aid of computers. Thus far, astronauts have relied on computers within the capsule and on the ground to plot their positions.

"This establishing of the loca-

tion by the astronaut without the aid of a computer which could fail was my main accomplishment," he said.

Another accomplishment which impressed DeGroot was the maintenance of constant voice contact between the aircraft and the Collins Radio Company station at Des Moines throughout the flight. Previously, experts had estimated that they would be able to maintain such contact only through about 75 per cent of the flight.

DeGroot said the Pole Cat passed within one mile of the exact North Pole and exactly over the South Pole.

One of the big surprises was seeing what appeared to be the sun rising in the west. This occurred after the Pole Cat left the North Pole and was heading south, flying into the sunset.



Pole Cat Preparation A Wild 'Can Do' Tale

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had been dreaming of this flight for several years—Fred Austin and Harrison Finch, two veteran TWA captains, hadn't got an official sponsor. Although eventually they were to get the Rockwell Standard Corp., to finance it, there were literally a million details for them to iron out when they did get backing.

In fact, Austin and Finch hadn't even been able to get an airplane up to this point but they had intrigued the Tigers and this was the best prospect they'd had to date.

Tigers Briefed

The operations and maintenance executives, conferring with the TWA captains, got a briefing on what modifications would be required for the Boeing.

For one thing, huge 2,000-gallon fuel tanks—two of them—would have to be installed in the main cabin to extend the aircraft range on certain flight legs. For another, considerable scientific instrumentation which would be installed in the forward cabin would require special electrical circuitry, since it could not be operated off the existing aircraft power.

With this knowledge in hand, Steeves, the Tiger engineering manager, called on the Boeing factory for help in getting schematic drawings for the tank and electrical installations. This did not involve a lot of investment in time or money in case the flight didn't go, but if it did,

they'd be far ahead of starting from scratch.

Don Nordstrom, Boeing engineering supervisor and John Clark, Boeing fuel systems engineer, proved invaluable, said Steeves in co-ordinating the problems on the fuel tank installations, both in the pre-planning stage and later in overseeing the operation when the tanks were fitted into the main cabin and fuel lines were hooked up.

Additionally, the Tiger electrical department built up wire bundles of circuits to handle the problem of providing special power to operate the various scientific instrument installations.

Foresight Paid Off

This foresight and willingness to take a chance that the flight might come off was a key to success in the remarkable job that followed when word finally came down the line that the flight was on.

With this planning in the works, the Tiger operations, engineering and maintenance forces carried on their regular work of servicing and flying the Tiger fleet and worried no more about what was happening "up front," where Bob Prescott, Benninger and Pinke were negotiating with the TWA captains Austin and Finch.

By this time, early November, Austin and Finch thought they had a chance of finally getting an airplane—the Tiger Boeing. They also had been able now to interest a sponsor, the big Rock-



Gift Lift—More than 30,000 cartons of Mission Pak's Christmas gift variety box were shipped aboard Flying Tiger aircraft from Los Angeles International Airport during the Christmas rush. Aiding

in the loading and channeling of the gift boxes were, left to right, Rusty Replogle, operations agent; Bob Hendricks, LAX district sales manager; and Mac McCluskey and Cletus George, FTL drivers.

well Standard Manufacturing Corp., headed by another pioneer, Col. Willard Rockwell.

In Benninger's mind, the flight was off and on since he hadn't seen any money.

And then it happened.

Austin and Finch got the backing they needed. Now they could talk to Benninger in the terms he understood best—cash on the barrelhead. A substantial down payment was asked and submitted. Now Prescott and Benninger had to produce the airplane.

It was a tough decision. The

Tiger Boeing, which the airline had received in September, was busy shuttling across the Pacific flying on the Tiger's Military Airlift Command contract. To make the Pole flight, it would have to be diverted and modified.

On the afternoon of Nov. 9, Benninger got his down payment. At that very moment, 322F, the Tiger Boeing, was enroute from Tokyo to Burbank for maintenance. Benninger called Pinke and told him to get the Boeing ready by Nov. 14.

The alert quickly passed on to McLachlan, Steeves and Dewey, who silently congratulated themselves on the preliminary work that already had been done—the schematic drawings, the wire bundles. It would save a lot of time and now time was the most valuable thing around.

At 8:30 a.m., November 10, 322F hit the ramp at Burbank. It had 381.2 hours on it and was due for its 400-hour check.

Quickly, maintenance crews under General Flight Line Foreman Lou Melzer hit the ship-

4-5—These two views show the entire crew and passenger group aboard the Pole Cat as they were welcomed in New York's Waldorf Astoria Grand Ballroom at a special Explorers Club dinner to commemorate the historic flight. In the close-up picture, Lowell Thomas, Jr., is at the microphone, with his father standing to the right. Second from the right on the stage is Flight Engineer Gene Olson of FTL and fourth from the right is FTL's chief navigator, Ernie Hickman. The second view is an over-all scene of the stage during presentation of the flight members. At the far right is Capt. Jack Martin with TWA's Capt. Bob Buck next to him. Sixth from the right is Gene Olson and eighth is Ernie Hickman. At the microphone is Lowell Thomas, Sr., himself a famed adventurer, who described the flight as the last great exploration of the earth by conventional aircraft.



'There's nothing we can't do if we have enough time, equipment and people.'

The sheet metal crews under Foreman Willie Skaggs were studying the modifications they'd have to make in the cabin, while in radio, Foreman Angie Elizondo was looking over the problems of communication which would result from the installation of special power packages, together with Foreman John Whitelaw of Electronics and his men.

Steeves and Dewey were rapidly assessing the work they and their men would have to do now to get 322F ready to fly, not in a week, not in a month, not in two months which would be a normal requirement in most airline shops—but in two or three days!

Time Is Short

Austin and Finch had to be airborne on the spectacular polar flight by Sunday, Nov. 14, and it was now 8:30 a.m., of Nov. 10.

As John Dewey was to say later:

"There's nothing we can't do if we have enough time, equipment and people. This time we didn't have very much time!"

And the things to do?

Well, first of all they had to install the two 2,000 gallon additional fuel tanks which they'd never even seen and wouldn't until the next day, Nov. 11.

Skaggs and his sheet metal men had to build a huge drain pan 42 feet long and nine and one-half feet wide with four-

inch-high sides, all riveted and sealed, to hold the fuel tanks.

They had to install fore-and-aft bulkheads in the main cabin, a job never before done on a Boeing, and install six crew bunks up forward and 25 passenger seats in the rear with galley and lavatory.

They had to install plumbing to service the fuel tanks.

They had to install scientific equipment with proper circuitry such as the following:

Litton inertial guidance system, Collins H. F. radio system, Edo Loren "C" system, two Douglas time-lapse cameras, a NASA radiometer, a laser altimeter by Litton, two pieces of New York University cosmic ray equipment, a 20-2 sample for the U. S. Weather bureau, life rafts, 10 walkaround O-2 bottles, fire extinguishers for overhead racks and air outlets for the passenger compartment, flight recorders and accelerometers from Lockheed—and this all had to be in and working by no later than noon of November 13 so Capt. Jack Martin, system chief pilot, could take 322F up on the one and only test hop it was to make to be sure everything was working!

And That's Not All

As if this were not enough, on Saturday morning as the aircraft was rushed to final readiness for its one and only test hop, three

additional pieces of NASA (National Aeronautics and Space Administration) recorder equipment arrived about which the Tiger crews had no advance warning. When 322F, the Pole Cat as the aircraft had now been named, got ready for final take-off on Sunday morning, Nov. 14, mechanics were still rushing completion of the installation of this equipment.

One small but not minor detail remained to be taken care of in all this rush of work—before the Pole Cat left, the Tigers had to have an FAA approval of all the work done. And they got it.

Never Been Done

The tank installation was a big one. For one thing, said Engineer Dale Fogel, it had never been done before in a commercial aircraft. Made of a special rubber-nylon material, the tanks were manufactured by Air Logistics of Pasadena, and were primarily designed to provide emergency fuel on battlefronts. Each holding 2,000 gallons, they could be transported on pallets in military aircraft to a front and put down for fueling of tanks and other military vehicles.

The plumbing to feed fuel from the tanks into the aircraft center section tanks and thence into the engines was routed down through the airconditioning equipment bay in the main cabin. Huge fuel lines ran the length of the tanks to permit filling them from fuel tanks. Then smaller lines were run from the tanks to take the fuel into the aircraft center section tanks. Additionally, other lines ran the length of the top of the tanks to vent fumes.

From the airconditioning bay, a cut was made through the fuse-



African Cattle Lift—About 100 head of purebred Holstein dairy cattle raised in Connecticut were recently shipped aboard a Flying Tiger CL-44 to Nigeria to bolster that country's dairy herds. Prior to boarding the aircraft one of the cows is shown with Frederick M. Lege, livestock marketing specialist for the U. S. Department of Agriculture's Foreign Agriculture Service, left; Olayinka Simoyan, officer in charge of Nigerian political and commercial affairs in the U.S.; and Francis Gomez, of Connecticut, breeder of the heifer.

lage into the center section tanks so the fuel could flow through lines into these permanent tanks. These cuts had to be carefully engineered and sealed to prevent any pressurization leak in the aircraft.

Other such cuts also had to be made in the fuselage for some of the scientific equipment in the belly such as the laser and camera installations so it would function through the bottom of the aircraft. Again care had to be exercised to insure full reten-

tion of pressurization.

Bob Bennett, electronics engineer, said one of the knottiest problems was to provide power for all the varying systems in the aircraft. There had to be special DC for some of the scientific equipment. Two large batteries had to be installed for the Litton inertial navigation package to insure that it would run from two hours before take-off to final completion of the pole flight without one-tenth of a

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'We've got to get this thing up. If those things don't work there isn't any flight.'

second of power interruption. Thus continuous power had to be insured for 75 hours, which would more than cover the flight time assuming all went well.

All of the special electrical systems had to be separated from the normal electrical system of the aircraft and everything added had to work independently so there would be no effect on either the aircraft instruments or navigation equipment.

Electrical Conversion

To accomplish this, installations were made to draw power off the normal aircraft supply and then convert it into the separate systems. The aircraft had 115-volt, 400-cycle systems and this had to be converted to 115 volts and 60 cycles for the scientific installations.

The conversion was accomplished by borrowing a 900-pound converter from Douglas Aircraft.

Then to tie-in the Collins telegraphic system, a redesign of the rack and routing cables from the forward baggage racks through the floor to the instrument deck in the cockpit had to be accomplished.

But wait—there were other problems, too. Bob Oppgard, senior engineer, recalled that observer seats had to be installed so that experts following the scientific instruments could operate and check them. Since the Tigers had no chance to see the instruments before they arrived on Thursday, Nov. 11, two days before flight time, they had to figure out how to accomplish such installations literally at the last moment. It took some fast and fancy footwork by all concerned to get this seemingly little job done quickly and right.

All electrical devices in the fuel tank area had to be deactivated so there would be no danger of a spark and ignition of any vagrant fuel fumes.

Install 9-G Tie-Downs

And just to be sure that all was shipshape, all tie-downs were geared to withstand a 9G pull, which is normal in Tiger installations, instead of the 3G tie-downs which might have sufficed.

Noon Saturday of Nov. 13 came and passed and the Pole Cat was still getting a going over on the ground like ants working on a molehill.

Men had been working 16 to 18 hours at a stretch because in addition to all the special modifications that had to be accomplished, the Pole Cat was still getting the required 400-hour check. Since this was the first operation that Tiger crews had ever pulled on the Boeing, the first time they had ever seen the airplane, the job was not made easier.

All wheels were replaced to obviate any possible trouble in this area, and in all, 900 man-hours of work in the routine check were put in during the hectic period from the morning of Nov. 10 to the morning of Nov. 14, in addition to the special modifications previously described.

If this sounds as though all of maintenance and engineering had been turned over to the Pole Cat project, it was only partly true. The Tigers still had an airline to run and maintenance was still doing the regular jobs expected of it to keep the other 26 Tiger ships in the air.

And yet there were still other jobs to be done to get the Pole Cat airborne.

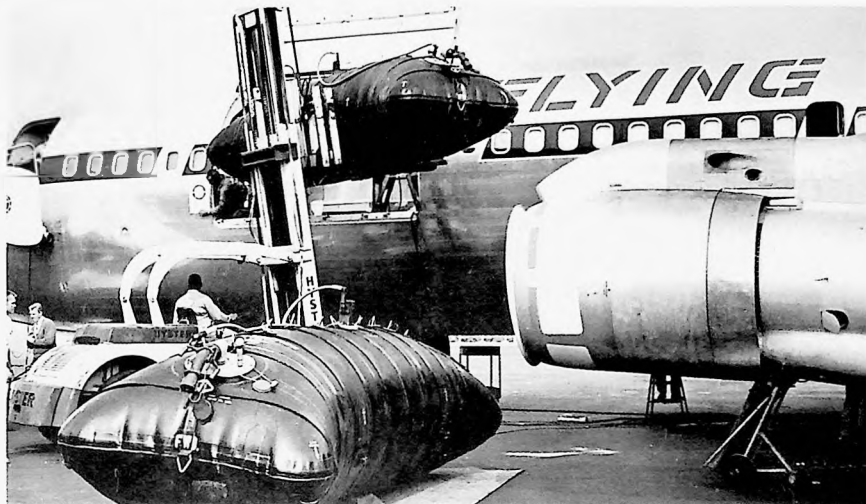
Ferry Ground Gear

Ground equipment was being ferried to Palm Springs from San Francisco and Burbank so that everything would be shipshape in the desert capital, from which the Pole Cat was to depart officially as part of the International Aeroclassic being staged there.

Two truckloads of personnel and equipment were put down in Palm Springs, an air starter and electrical power unit from San Francisco, engine stands and all that might be needed to insure an on-time departure. The air starter was a piece of foresight that won't be forgotten. A starter borrowed from another carrier broke down. Had not the Tiger equipment been on hand, a problem embarrassing to say the least—like getting the engines started—would have confronted the crews there.

Time Running Out

Now it was getting on into Saturday afternoon. Capt. Martin was muttering to himself and taking quick glances at his watch with appropriate remarks. Time was running out for that all-important test hop. The aircraft had to be flown and back on the ground by 6 p.m. to meet an air-



Huge Fuel Tanks—These two fuel tanks with a capacity of 2,000 gallons each were loaded aboard the Polecat and hooked into the fuel system. Such an innovation had never been attempted before.

The tanks are constructed of special rubber-nylon material and were primarily designed to provide emergency fuel on battlefronts. They made the historic Pole Cat flight possible.

port restriction at Burbank prohibiting jet operations after 6 p.m., because of noise.

"We've got to get this thing up," exclaimed Martin. "If those tanks don't work, there isn't any flight!"

Then at 1518 Saturday—3:18 p.m.—Martin got his clearance and the Pole Cat rolled down the Lockheed runway. For the next two hours and 40 minutes, Martin flew it around Southern California. When he landed, a big smile told waiting crews of the job they'd done.

"Worked like a charm," Martin reported.

Weary men shook their heads in relief. Some of them had been almost around the clock since Wednesday, a 24-hour-a-day job, and many more had been going at it 16 to 18 hours a day, doing in three days a job that should have taken 60 to 90 days normally in most shops.

They had put in 2,000 man hours since Wednesday morning, representing the work of approximately 110 men. And they had also put in 7,578 pounds of additional equipment, such as the tanks and scientific gear.

Window Replaced

We said a little prematurely that everything checked out. Well, almost. There was distortion in one camera. Apparently it resulted from a temperature change. A window was replaced and that solved it.

Saturday night and early Sunday morning the final work touches were applied.

Vice-President Pinke had set the departure for Palm Springs for 8 a.m., Sunday, Nov. 14, which came and passed.

The passengers were on board, the crew on hand. All was in readiness and now came the ridiculous clincher. One technician was missing. Frantic calls finally routed him out of bed. He'd overslept!

A rush trip got him to the field and at 9:42 a.m., Sunday morning, Nov. 14, with the rain pouring down, the Pole Cat lifted off the runway for Palm Springs and her historic trip.

A few hours later, to the applause of the Aeroclassic crews at Palm Springs, she took off again in the rain and headed for Honolulu and the official start of her flight around the world. She was to fly over the North and South Poles in record-breaking time of 62 hours, 27 minutes from take-off to touchdown in Honolulu and a flying time of 51 hours, 27 minutes, covering 26,500 miles—the first time that man had ever flown around the world over both poles.

Tribute to Skill

The entire flight was a tribute not alone to flying and navigational skill, the skill of aircraft manufacturer and design but also to the tireless work and skill of Tiger crews.

Not a spare part of the replacement equipment placed aboard was used and as Capt. Martin said when he landed at Burbank on conclusion of the great flight—"She's as ready to fly now as when she started."

And she was. Ten hours later, she had been completely stripped of the modifications put aboard and was back in standard configuration, ready to take up her task again on the long Pacific flights for MAC.

NEW SCHEDULES

(Continued from Page 2)

land to inaugurate the only originating freighter service from that city.

The flight offers single-plane overnight service to L.A. as well as next-morning service to San Francisco and Seattle.

The new schedule establishes the Tigers as the only line offering direct freighter service from Detroit to Seattle. Improved service offered Chicago shippers includes non-stop to Los Angeles, non-stop to Seattle and non-stop to New York. Speeded-up schedules have also been announced from Chicago to Los Angeles.

Albert said service out of New York has been improved to Los Angeles and San Francisco. For the first time next-morning service from New York to Seattle is offered.

The company is maintaining its non-stop service from Los Angeles to New York and has improved non-stop service from Los Angeles to Chicago as well as introducing direct service from Los Angeles to Hartford and from Los Angeles to Boston.

The company continues to be the only cargo carrier originating at Binghamton, and service from there has greatly improved to both Los Angeles and San Francisco. Direct connections are made at Detroit for cargo moving from Binghamton to the West Coast. Also, there is a general speed-up of service from the east to the Pacific Northwest serviced by Flying Tiger flights into Portland and Seattle.

Re-routed flights will now give northwest shippers direct flights to California.



Interested Observers—Included in the history-making Polecat flight were some of the aviation industry's top writers and observers. Shown just

before take-off are: Lowell Thomas, Jr., Bernt Balchen and Wayne Parrish, Publisher of *Aviation Week*. (See story this page on Parrish's comments.)

Parrish Comments on Flight

Wayne Parrish, noted aviation writer and publisher, was one of the press aboard the Pole Cat. His story of the flight in *American Aviation* recounted many of the flight details previously reported in *Tigerreview* but here are a few excerpts on some of the sidelights which will prove interesting to readers:

As I was one of the 39 VLPs (Very Lucky People) to be on board all the way around, three things stand out in my mind in addition to the records set. First was the flawless performance of engines, airplane and crews. Second was the kick of being in Lisbon (Europe), Buenos Aires (South America) and Christchurch, N. Z. (Oceania) in the span of one day. Third was the crossing of all of Antarctica and the South Pole in fine clear weather in daylight, with awesome scenery.

Surprisingly enough for such a long trip, it was relatively comfortable and free of fatigue throughout. Six-abreast tourist seats were in the rear. Collapsible fuel tanks occupied the main cabin; but when the extra fuel was used up, the deflated tanks were fine for stretching out in sleeping bags. A galley provided hot meals. There was always plenty of coffee and soft drinks. As the flying was mainly north-south and not on the disruptive east-west pattern, eating was

maintained on a normal schedule. Those on board were either working as crew members or monitoring scientific instruments or talking or snoozing. There was no stress or strain, no upset tempers.

Survival equipment from the Air Force arrived just hours before the plane was ferried from the FTL base at Bubank on Sunday morning, Nov. 14, to Palm Springs for the formal departure to Honolulu, where the actual round-the-world flight was to begin.

It was an inauspicious start. It was raining in Los Angeles and also it was raining in Palm Springs, where it is never supposed to rain. And it was pouring in Honolulu.

A surprising amount of the flight was made in darkness. Leaving Honolulu after dark, the next stop was the following night in London, with time zones clicking off like computers. The only semblance to one full day was an hour and a half of red glow indicating where the sun was shining far below the horizon. It was not until we reached the South Atlantic area that we experienced daylight, and by the time we reached New Zealand it was dark again.

Strange as it may seem, only two stops were made in daylight. One was in Buenos Aires at noontime in fine spring sun-

shine. The other was on the return to Honolulu about noon on the final day.

The Pole Cat was the first jet to fly over the South Pole. And because of our course from Argentina and our latitude (37,000-40,000 feet), we saw a great deal of Antarctica never before seen by man. Commercial airliners fly daily over the North Pole on the Europe-Tokyo run, but the South Pole has been a forbidding outpost. Although many airplanes have flown to and around the South Pole, the Pole Cat was the first to fly non-stop via the pole from one continent to another.

Not the least important experiment was the installation of a Litton Industries inertial navigation system. While the flight crew used gyro and celestial navigation throughout, the Litton team was supplementing with its own tests, conducted by Dr. David L. Bjordahl, Peter Mesquita and James Furuya, and seemed well pleased. In fact, at the South Pole the gyro navigation was off by about 40 miles, while the Litton system was only two miles off target, much closer than the expected margin of error for a flight of this distance. The Litton system also was correct on the heading to New Zealand, while the navigators had to wait until they could make celestial observations to correct the course.

Flying Tigers' Hal Kolp Gives His Name To Antarctic Mountain Peak

Few men have had a mountain named for them.

Even fewer have flown over the South Magnetic Pole in Antarctica. A Tiger veteran can claim both honors.

The United States Department of the Interior announced recently a mountain in Antarctica has been named in honor of Colonel Hal Kolp for his history-making flight over the "Pole of Inaccessibility" January 12, 1956.

Kolp, a veteran Flying Tiger employe, has recently been appointed Security Supervisor for the company.

The Department of the Interior announcement came in the shadow of the historic Flying Tiger Polecat flight which saw a FTL Boeing 707 Jet fly non-stop around the world over both poles and breaking eight individual aviation records in the process.

In researching material from other polar flights, FTL Capt. Jack Martin, who flew the Polecat Mission, unearthed the record of Kolp's Antarctica exploits.

Capt. Martin said: "I had been aware that Hal had flown in the the Antarctica, but I wasn't aware of the extent of his flying down there."

Capt. Martin then quoted the following excerpts from the book *Operation Deepfreeze*, written by Admiral George Dufek, who was in command.

"Colonel Kolp, as executive officer of VX-6, flew a Navy DC-4 over the South Pole on January 3, 1956, to become the first to do so in Operation Deepfreeze. This was the third aircraft flight over the South Pole.

"Bernt Balchen, who was aboard our own Polar Flight, was the first to accomplish this on April 29, 1929, when he flew Admiral Richard Byrd there in a Ford Tri-Motor.

"The second flight was accomplished in 1947 during the Navy's operation High Jump, when Admiral Byrd was flown there in a Navy DC-3.

"On January 7, 1956, Hal Kolp flew over the South Magnetic Pole for the first time in history. This pole is continually moving about, but on this date it was located at Latitude 71°S, Longitude 140°E.

"Not to be outdone by the Americans' setting up a base at geographic South Pole, the Russians determined to establish their base at a location termed the Pole of Inaccessibility.

"This Pole of Inaccessibility was an arbitrary point at Latitude 82°30'S, Longitude 40°55'



Hal Kolp

E, which at the time was considered the heart of the inaccessible portion of Antarctica.

"However, Hal Kolp beat the Russians there when on January 12, 1956, he flew over this area in a DC-4 and photographed it."

Tiger Revenues

(Continued from Page 1)

and taxes, compared with \$4,004,709 in 1964, and cash flow of \$13,416,645 or \$8.34 a share against \$8,668,890, or \$5.67 a share in 1964, Prescott said:

"The increase in operating profit is due primarily to a substantial increase in revenues, approximating 25 per cent in commercial traffic and 30 per cent in military contract operations; a continuous improvement in fleet operating efficiency, and the introduction of jet aircraft and additional prop-jet freighters in the latter part of 1965."

He pointed out that approximately 42 per cent or \$24,000,000, of the carrier's total revenues were derived from commercial traffic developed over its domestic airfreight system in the United States and both domestic and overseas commercial charters.

"We start our second 20 years of operation with the most efficient fleet of freight aircraft available on our domestic airfreight and domestic and overseas charter and contract operations," Prescott said. "This fleet now consists of three Boeing 707 aircraft flying on overseas operations, 16 CL-44 swingtail prop-jet freighters in domestic and overseas service and eight Lockheed Super H Constellations.

"We will add two more Boeing jet freighters this year and with this further fleet expansion, we can look forward with even greater optimism to our over-all performance in 1966."

TWIN RAMS JET TO ECUADOR PEACE CORPS JOB VIA TIGERS

There were these two sheep that crawled into a Tiger's belly and went to join the Peace Corps. They heard that the Peace Corps could provide some woolly experiences, so Peppy and Crash, a pair of handsome Hampshires, volunteered themselves as studs to help upgrade the Ecuadorian sheep herds. In a story printed in the Rockford, Illinois *Register-Republic* the adventures of Peppy and Crash and their Flying Tiger flight to Quito, Ecuador, was told in detail.

The registered ram twins, weighing about 175 pounds each were donated to the Peace Corps by Darlene Hilty, 14, daughter of Mr. and Mrs. Vaughn L. Hilty, of Woodstock, Ill.

Darlene put the intrepid pair aboard a Tiger transport at O'Hare Field, Chicago, just after Christmas.

Began Year Ago

The saga of the shipped sheep began about a year ago when Darlene wrote Sargent Shriver, Peace Corps chief, making the initial offer. The letter read:

"I'm in J-H and I raise registered Hampshire sheep. One of my ewes had twins, both were rams. Our farm is not big enough for all our stock.

"I would like to help you out in donating my two rams for all of your good causes. Actually, you are helping us too, for now you will help us to make room for all of the new additions to

our animal families . . ."

The Peace Corps jumped at the offer but there was a delay of several months before funds could be appropriated to finance shipment of the rams.

January 2nd, 1966 the rams were aboard a Flying Tiger plane on the first leg of their romantic mission to Ecuador.

Slept in Barn

While waiting for the rams to be born, Darlene spent nights in a sleeping bag in the sheep barn, in weather ranging from 15 to 25 degrees below zero.

Just before the ewe gave birth Darlene was stricken with mumps and forced back into the house. She commandeered her younger brother and sister to keep a running check on the ewe's condition.

One morning her brother David came into the house with one of the newly-born lambs draped over his arm, obviously dead.

Darlene filled the bath tub with hot water, massaged the ram, cleaned out its nostrils and



Peace Corps Volunteers—These two sheep followed the Peace Corps to Ecuador. Darlene Hilty is shown with her two rams just before they were loaded aboard a Flying Tiger flight bound for South America. She raised them from birth.

throat, and finally got him breathing.

She had no sooner got over that crisis than the mother ewe accidentally stepped on the other twin and broke its leg. A veterinarian set the fracture, and it healed perfectly.

Inspired Pet Name

The limping lamb inspired Darlene to give her pet a nickname.

"I decided to call him Crash because he was always crashing . . . falling down and bumping into things," Darlene said. *"Peppy got his name because—well, he's so peppy."*

As for all those female sheep in Ecuador . . . they just can't express how grateful they are to Darlene and the Flying Tigers. And Crash and Peppy are just saying "Bah!"

FORWARDERS LEADING FTL CUSTOMERS

As The Flying Tiger fortunes continue their skyward trend, forwarding companies continue to be the most faithful customers of airfreight service.

November 1965 figures recently released by Donald C. Thenhaus, manager-market analysis, show forwarders providing 20.81 per cent of Tiger revenues.

The figure represents consignments received from four forwarding companies. It is pointed out by Mr. Thenhaus that the company's top ten shippers produced more than 45 per cent of the November 1965 revenues. The remaining 55 per cent was distributed among about 2,400 other shippers.

Government business provided 9.34 per cent of the November revenue. 8.99 per cent of the business came from automobile manufacturers' distributing parts.

The November market survey also showed that 53 per cent of the business was generated from traffic moving in 6 per cent of the markets.

An analysis of this statistic according to routes shows that the leader was New York to Los Angeles, which produced 12.7 per cent of November revenue.

San Francisco to New York accounted for 9.1 per cent; Los Angeles to New York, 7.9 per cent; New York to San Francisco, 6.5 per cent; Detroit to Los Angeles, 6.4 per cent; Boston to Los Angeles, 3.6 per cent; Philadelphia to San Francisco, 3.4 per cent; and Detroit to San Francisco, 3.2 per cent.

Milwaukee showed the largest individual growth rate (155 per cent) of all Tiger stations although the dollar volume there is considerably lower than at the scheduled stops.

Chicago showed a 47.9 per cent increase over the same period last year. Up to the end of November, 1965 Boston increased revenues 36.3 per cent.

Top 10 cities in the organization in terms of total revenues are: New York, San Francisco, Los Angeles, Detroit, Chicago, Boston, Hartford, Philadelphia, Cleveland and Binghamton.

Compared with the same month last year, San Francisco jumped from third to replace Los Angeles in second spot, while Boston climbed from eighth to sixth ahead of Hartford and Philadelphia.

Mail and express revenue increased by 29 per cent during 1965, with air mail showing a healthy 55 per cent increase over 1964 figures.

HONEYWELL STUDY SHOWS VITAL AIRFREIGHT FACTS

An exhaustive study of airfreight in relation to conventional shipping methods recently revealed to Honeywell Inc. several important facts. Honeywell is one of nation's largest manufacturers of electronic equipment specializing in temperature control devices. Here are the findings of the company's 15-month study:

- ★ In-transit time is shortened.
- ★ Inventory levels can be reduced substantially.
- ★ Warehousing costs can be cut drastically.
- ★ Faster and more efficient customer service can be offered on this continent and abroad.

As a result of the study, a recent article in *Air Transportation* magazine quotes Honeywell traffic manager for the International Division, Paul M. Lemieu, who says his company will shift all of its trans-Atlantic exports to airfreight.

Total Cost Concept

The Honeywell study was based on what Lemieu described as the total cost concept which considers warehousing, inventory, insurance, taxes, manpower and other costs related to the ultimate cost of moving an item from point A to B.

The study produced a series of answers which proved how really expensive a cheap-but-slow mode of transportation can be to a shipper.

Transportation and Distribution Management magazine said the Honeywell study will reduce the firm's trans-Atlantic freight bill by \$100,000 a year yet speed deliveries to European customers by as much as four weeks.

The aspect of safety stock reduction proved significant in the final analysis. In contrast to custom items which are specially manufactured in the United States and rushed to the customer, the demand for shelf items is irregular.

Because of this it is necessary to maintain large stocks in

view of the slow delivery by surface transport. When airfreight can reduce lead time by about one month and effectively diminish the need for warehousing enormous safety stocks, the saving is substantial.

Honeywell discovered in Europe that the average yearly operating cost of a warehouse is 40 cents per cubic foot of space.

The average annual operating cost of maintaining stock was 5.3 cents per \$1 in usable inventory.

The Honeywell study revealed intangible advantages to airfreight which should pay handsome dividends particularly from the public relations benefits that will accrue as a result of vastly improved customer service.

The study showed that all small shipments below 250 pounds must always go by airfreight, since the total cost is always less.

\$750 Million Yearly

Air Transportation magazine said in a recent article Honeywell's world-wide sales are moving to the tune of three-quarters of a billion dollars a year.

About one fifth of its sales are credited to foreign business. Behind this sales figure are 50 plants, 10 in foreign countries, and a workforce of 53,000 persons.

For the airfreight industry the decision by Honeywell to go all-air to Europe, and its consequent action, is welcome news.

For traffic management everywhere, it is an unmistakable direction signal.

For business management it is a lucid piece of free advice . . . have another look at what it really costs to distribute your goods.

And for The Flying Tiger Line . . . it is but another in a rapidly growing list of testimonials saluting the vision that has made this company the pacesetter in the airfreight industry for the past 20 years.

Containerization Key to Reduced Airfreight Rates

(Continued from Page 1)

uses on the two major problems facing the airfreight industry:

1. Terminal handling of multi-piece shipments;
2. Normal traffic density of air cargo today does not fully utilize the maximum uplift capacity of modern aircraft.

"We are cubing out before we are weighing out," Albert said, "which causes an operational deficiency in loss of potential revenue."

The ATA recommendations for the four types of containers and their respective rate reductions are related to problem number one.

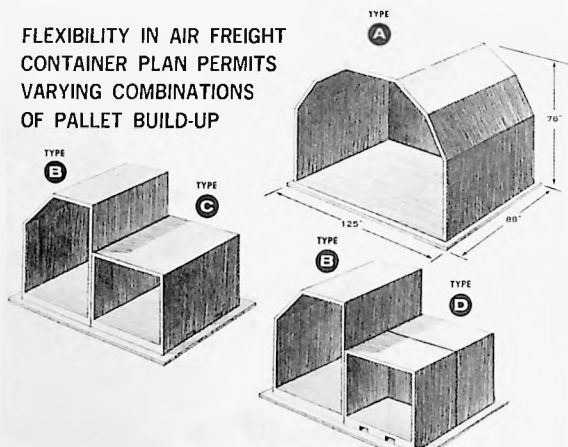
On container type A—the largest, with a minimum capacity ranging from 3,700 to 5,000 pounds, the incentive rate reduction is \$1.00 per 100 pounds below the otherwise applicable rate. On container type B, minimum weight, 1,950 pounds, the rate reduction will be 75 cents per 100 pounds.

On container type C, minimum weight 1,250 pounds, the rate cut will be 55 cents per 100 pounds.

On container type D, minimum weight 625 pounds, the rate cut will be 35 cents per 100 pounds.

Additional rate reductions for higher density shipments moving in container types B, C and D relate to the second problem, Albert said.

FLEXIBILITY IN AIR FREIGHT CONTAINER PLAN PERMITS VARYING COMBINATIONS OF PALLET BUILD-UP



A Step Forward in Freight Transport—Containers loaded by shippers in their plants for shipment by air to distant cities will distinguish a new container program developed by the U. S. scheduled airlines. The program includes four basic container types which, as shown in the artist's conception above, can be placed in varying combinations on the pallets used aboard today's freighter aircraft. Savings resulting from better use of space and more efficient handling will be passed on to shippers via incentive rate reductions on containerized freight.



Philadelphia sales office was given a boost recently with consignments of cannon barrels from Aberdeen military proving ground, Maryland to Viet Nam. Including two shipped February 11, the Philadelphia office has taken orders for 13 of the six and one-half ton cannon barrels. Jim Haggerty of Philadelphia sales office said the armament was loaded with regular fork-lift truck equipment because of the density of the pieces. The cannon barrels were mounted on skids and each piece measured

Rates will be further reduced by 33 and one-third per cent per pound for general commodities and by 15 per cent per pound on specific commodities on each pound by which a shipment exceeds a density of 10 pounds per cubic foot.

The chairman of the industry's container committee was quoted in *Distribution* magazine as saying: "Shippers participat-

ing in the program will be able to move their airfreight at lower costs than presently because of incentive rate reductions both for density and single units on containerized shipments."

Slichter said the industry is waiting for Civil Aeronautics Board approval of four basic container types agreed upon by a number of airfreight carriers.

A formal agreement currently before the CAB covers incentive rate discounts as well as rules and provisions governing the use of four types of containers.

Shipper Must Pack

When The Flying Tiger Line first became involved in containerization discussions in June of 1965, company spokesmen made it clear at the time that savings could be effected only if the shipper packs the containers.

The Tiger concept was based on the observation that the single source of savings is reduction in ground handling, and these savings could be effected only if reduction of labor costs.

In other words if the carrier is required to load the containers, no labor is saved. It is only if the container is delivered to the carrier packed and ready to be loaded on the airplane, that ground handling economies are achieved.

Meanwhile, Jack M. Slichter, Air Transport Association vice-president of traffic agreed.

Edgar Wins Tiger Salesman Award

A San Franciscan who has turned out to be a Tiger of a salesman has received The Flying Tiger Line Salesman of the Year Award.

In a brief ceremony at the Los Angeles Christmas party John F. Edgar was presented a combination desk set and trophy by company president Bob Prescott.

"John's record, despite an adjustment which removed 20 accounts from his territory this year, showed an increase of about \$8,000 a month," San Francisco sales manager Mike Gurley said.

Direct from the University of Washington, John began as a customer service representative in San Francisco and has worked as a sales representative and account executive for the past four years.

In an inter-office memorandum Gurley submitted the following outline of John's record to Paul Finazzo, sales director:

"Throughout his tenure with the Tigers he has remained tremendously loyal and has aggressively sold our service to Bay area shippers.

"Never satisfied with just 'doing a job,' early this year John purchased his own calculator for the purpose of compiling and analyzing shipping records for his customers.

"Utilizing his purchase at night and on weekends, John analyzed years of shipping records from Ampex, Varian Associates, Eitel McCullough, IBM, Memorex, and Nicholas Turkey Farms.

"Blocked space presentations were then made at these firms and John successfully negotiated contracts with EIMAC and Nicholas Turkey Farms. Decisions are still pending with the management of Varian and Memorex, and it appears John will be successful here also."



Salesman of the Year—John Edgar, San Francisco sales representative is presented a trophy to mark his designation as Tiger Salesman of the Year. Left to right, Pete Albert, Paul Finazzo, John Edgar, Mrs. Edgar, Fred Benninger and Bob Prescott, congratulating Edgar for his good work.

Tiger Cargo Makes Whale of an Air Tale

In traditional oncupmanship fashion, the Flying Tigers recently were the central figures in a story wherein a killer whale wound up in the belly of a tiger, reducing the Jonah and the whale biblical allegory to the second most spectacular whale story in history.

Never non-plussed, no matter how strange the assignment, Tiger representatives in Seattle were ready and waiting for aviation history's first whale lift.

Tim Shepard of Copley News Service wrote in the San Diego *Union* about Shamu the Whale's flight after her arrival at Sea World, the internationally famous San Diego aquarium.

"The ordeal began at 5 a.m., December 24th when nine skin divers plunged into the 41 degree cold waters of Rich Cove on Bainbridge Island across Puget Sound from Seattle to roust the 2,300 pound giant from her sleep.

"By drawing a huge net toward the sandy beach of the cove, Shamu was urged ashore where a special cradle, a derrick and a flatbed truck awaited.

"As the team of divers drove Shamu ashore in the pitch black night, one of them warned:

"Back off a little! You're making her nervous."

"She'll never know how nervous she's making us," replied another swimmer.

They guided her into a sheepskin-lined cradle and one intrepid swimmer clamped his arms around the enormous jaws until

the cradle was lifted out of the water.

The truck proceeded to a Seattle ferry while Sea World veterinarian Dr. David Kenney and two assistants—David Grobecker and Bill Owens—gave Shamu a continual icewater sponge bath to keep her contented.

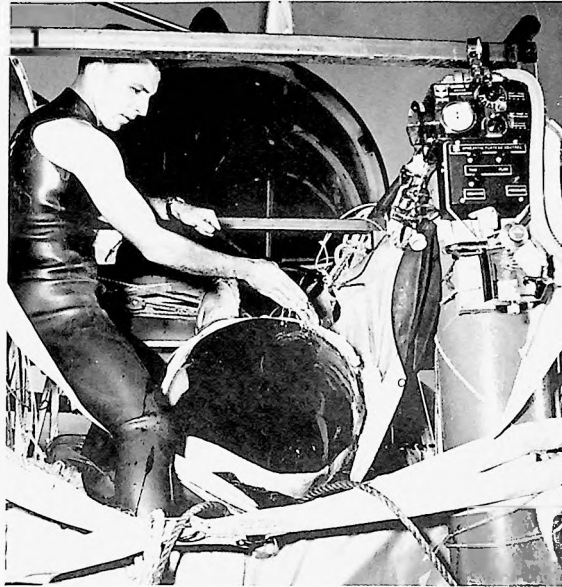
A police escort whisked Shamu to Seattle-Tacoma Airport where a Flying Tiger plane was waiting to fly her to San Diego.

Shamu was slung in her sheepskin-lined hammock in the cargo hold of the plane and was given the undivided attention of a team of medical experts who acted as her personal caretakers on the three-hour flight.

Her respiration was checked every 15 minutes, she was tilted occasionally to relieve the strain, she was showered with salt water to prevent her from dehydrating, and was treated to several pounds of salmon to satisfy her voracious appetite.

On arrival in San Diego Shamu was whisked to her new home, an outdoor show tank, equipped with large underwater windows which permit the public for the first time to see a killer whale both above and below the surface of the water.

1—A skin diver and fish expert constantly watered Shamu throughout the flight and unloading. On the right is oxygen and other equipment used to provide air supply to Shamu and measure the whale's temperature and heart



and lung reaction.

2—Shamu's cradle is pulled on to a fork-lift, which transferred it to a waiting flat-bed truck, for movement to the Sea World pool. Cargo handlers unloaded Shamu the killer whale flown from Seattle to San Diego in the first air movement ever made of such a mammal by stretching a cable from the fork-lift to the whale cradle deep in the cargo hold of the Tigers' CL-44 swingtail aircraft. The lift pulled the heavy cradle weighing approximately 4,000 pounds including Shamu,

to the cargo door and on to another lift. The team of experts who observed Shamu's behaviour during her more than three hours out of the water pampered her with generous offerings of salmon and soothed her with a continual icewater sponge bath. Sea World handlers say she has since been weaned from the salmon and is adapting nicely to other types of fish.

3—Shamu is lowered in her canvas clip into the Sea World pool, completing the first air voyage ever made by a killer whale.

WHALEBOAT FOR SHAMU

Shamu the whale was flown in a Flying Tiger Line Canadair CL-44, the largest prop-jet airfreighter in commercial service and the only aircraft with the unique swingtail loading feature.

This aircraft is manufactured by the Canadair Division of General Dynamics Corp., located at Montreal, Canada.

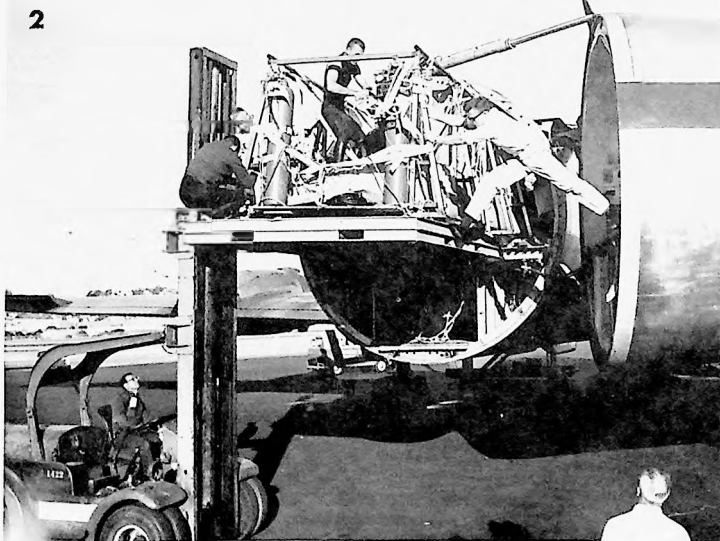
It is powered by four Rolls-Royce Tyne engines, each developing 5,700 pounds of thrust.

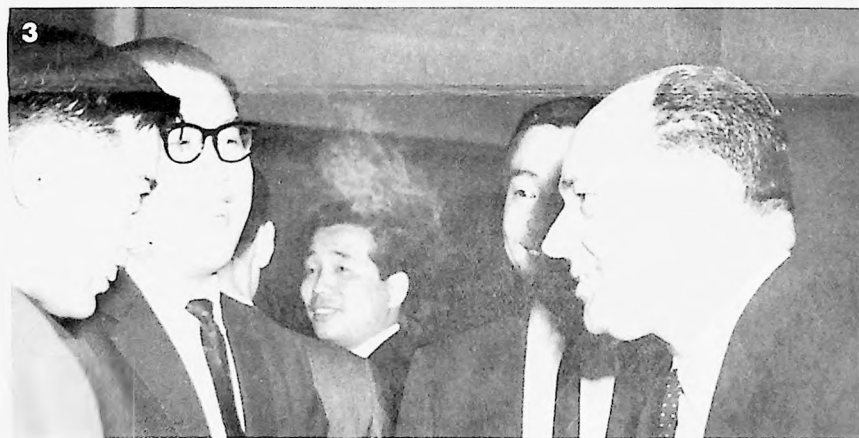
The main cargo hold in which Shamu was loaded is 84 feet long, 11 feet wide and 6, feet, 9 inches high.

The aircraft can carry a freight load of 65,000 pounds or 32½ tons at a speed of 400 miles an hour. Full load cruising range is 3,000 miles.

The swingtail section is operated by a hydraulic system which will open or close the huge tail in 90 seconds. By this feature, the aircraft is able to handle much larger freight than any other airfreighter. Such large equipment as Craig Breedlove's Spirit of America, which set the world's land speed record, has been carried in the aircraft.

Thus Shamu, in her cradle, could be easily loaded straight in to the cargo hold in contrast to the side-door, angle loading which is necessary on all other freighters. In fact, a side-door loading freighter could not have been used to carry Shamu.





TIGERS ASK ADDITIONAL PACIFIC POINTS IN AMENDMENT FILED WITH THE CAB

The Flying Tiger Line has filed with the Civil Aeronautics Board an amendment to its Pacific application asking for an expansion of its original note proposal.

The airline asked the Board to add the points of Hilo, Hawaii and Seoul, Korea to the Orient application which it filed in February, 1965.

Points applied for then were: Honolulu, Wake Island, Guam, Okinawa, Japan, Taiwan, Hong Kong, The Philippines, Viet

Nam and a terminal point in Thailand.

The line proposes to serve these points between its present co-terminals of Los Angeles and San Francisco-Oakland, Portland, Seattle-Tacoma, Chicago and Detroit.

The airline said its current and planned fleet including 5 Boeing 707-349C jet freighters, 16 Canadair jetprop swingtail CL-44 aircraft and 8 Lockheed Super Constellation 1049-H aircraft would be available for the proposed international service.

Richard Shaklee Introduced To New Territory At Tokyo Reception

1—Tigers' George Zettler, left, chats with KLM's Hans van der Eijk, center and Mr. Takatori of Yusen Air Service, during Tokyo reception for Dick Shaklee.

2—Three Tigers greet a friend as (left to right) Bill Gelfand, George Zettler and Dick Shaklee are snapped in conversation with Mr. Kondo, manager of the Tokyo office of A. R. Bernard Co.

3—Two members of Japan Civil Aeronautics Board, Mr. Hyodo (left) and Mr. Teshigawara, are greeted by Bill Gelfand of FTL (right) and Nick Nishiyama.

A reception was held January 18th at Tokyo's American Club to introduce Dick Shaklee as Flying Tigers' Far East regional sales manager.

More than 225 people were on hand including officials of Japan Civil Aeronautics Board, Tiger customers and representatives of other airlines.

George Zettler, director of project sales and Bill Gelfand, director of contract sales and administration flew to Tokyo to participate in the affair.

Mr. Zettler said Shaklee's responsibilities will be over-all sales supervision of domestic airfreight as well as contract sales efforts in Japan, Formosa, Hong Kong and Manila.

Several years ago a sales office was established in Tokyo to coordinate sea-air shipments from point of origin as well as to work with the international carriers on regular interline traffic.

In addition to Shaklee there are now four Japanese nationals working for Tigers, including a district sales manager, representatives in Tokyo and Osaka, and a secretary.

Foster Heads Tiger Orient Operations

Ralph Foster, a 20-year veteran of The Flying Tiger Line, has been appointed Manager of Far Eastern Operations, replacing Ed Hembree who is on extended leave recuperating from surgery.

In announcing the assignment, Joe Healy, vice-president of ground operations said: "Mr. Foster brings to this position extensive experience in the field of both operations and maintenance."

The appointment is effective February 15, 1966.

"While the initial position responsibilities will encompass the duties of Regional Ground Operations Manager in the Far East, serious consideration is being given to broaden the scope of this position to include administrative responsibilities to flight operations and maintenance," Healy said.

FTL Airfreight Service Saves N. J. Production

A New Jersey tire recapping plant recently estimated that seven days production time was saved by taking advantage of Flying Tiger's fast freight from Los Angeles to the east.

Operations at the tire plant skidded to a sudden stop when a 50 HP boiler broke down and tied up production.

The S. E. Parker Boiler Manufacturing Co., Los Angeles, received an order for a replacement boiler at 10 o'clock on a January morning.

The boiler was rewired and controls mounted to fit the customer's needs and it was crated ready for pickup by 5:30 p.m., the same day.

A Flying Tiger truck was on the scene to take the boiler to a waiting Flying Tiger aircraft, which was winging its way to New Jersey by 7 p.m.

The boiler was received the following morning and the plant put back into production with a minimum of down time.

The huge unit was loaded onto Tiger CL-44 swingtail prop-jet in the midst of the worst rain-storm in Los Angeles' history but was delivered on time and without damage.

IBM Charter Flight, Newark to Sydney

International Business Machines World Trade Corporation started off the business year with a shipment of 46,045 pounds of electronic data processing equipment aboard a Flying Tiger freighter from Newark to Sydney, Australia.

The flight departed Newark at 1:00 a.m. January 2 and arrived at Sydney at 3:00 p.m., January 4.

The charter flight was flown by Capt. Lou LeClere and his crew which included Co-pilot R. Bassett, Flight Engineer W. Greentree and Navigator J. Brophy.

The crew took 12-hour rest stops at Honolulu and Nandi. The consignment was handled through the Contract Sales Division New York office.

CL-44 WITH FULL LOAD LANDS AT PORTLAND—2 ENGINES OUT

Two dead engines on a fully loaded CL-44 in the middle of the North Pacific do not constitute a crisis as far as Flying Tiger Captain William Hoey is concerned. Capt. Hoey was faced with this seemingly critical situation February 9th yet in a demonstration of cool and competent flying know-how nursed the huge swingtail cargo liner to Portland in what he described as a "routine" emergency landing.

Capt. Hoey was greeted at Portland International Airport by a Portland *Oregonian* reporter who recorded the following story of the tricky flight.

He told the *Oregonian* the plane began to lose oil from the outboard turbo-prop engine on the right wing soon after taking off from Cold Bay in the Aleutians after a refueling stop.

"The engine would still have operated, but I feathered the propeller to prevent possible damage," he explained.

"The weather was too bad to return to Cold Bay so I continued on course to San Francisco.

"After about an hour on three engines, I got a warning light indicating trouble in the gear box on number one (the left outboard engine) and shut it

down to avoid possible damage."

At that point—about 300 miles west of Oregon over the Pacific—Capt. Hoey declared an emergency and changed course to land at Portland. He dropped from his normal cruising altitude of 21,000 feet down to 9,000 feet, most efficient altitude with only two engines.

"No sweat," he said. "This *Canadair Swingtail* will go around on two engines even with a full load."

The all-cargo airliner, with its four turboprop Rolls-Royce engines and a tail that swings wide to give direct access to the 85-foot long cargo compartment, was carrying a full commercial cargo, not military, Hoey said.

Flying Tiger mechanics were flown up from San Francisco to repair the engines.



Flying Sail Boat—When Boat & Motor Sales of Culver City inquired recently about the fastest way to get a shipment of sail boats to San Francisco in time for the Boat Show, the reply was "call Flying Tigers." One of the boats is shown here beside the CL-44 which transported a shipment of the 13-foot sailing craft from New Jersey to Los Angeles.

HEALY NAMED TO BOARDS OF THREE FIRMS

In addition to his duties as vice-president in charge of ground operations for The Flying Tiger Line, Joe Healy has recently been named to the boards of directors of three other companies

He was re-elected for a third term as a director of Air Cargo, Inc, a nationwide pickup and delivery service for all airlines which is wholly owned by stockholders of many of the major airlines

He was elected director of Air Cargo Facilities Inc., a newly established industry corporation which will build and design cargo terminals throughout the country where they are needed.

He was re-elected director of Bradley Facilities Inc., the administrative body for the cargo terminal development at Hartford, Connecticut.

FLYING TIGER
Airfreight Specialist

Flight Crews' Training Paces 707 Deliveries

Sufficient flight crews for the operation of four Boeing 707 jets will have completed their training by the end of April, Ed Pinke, vice-president of operations announced.

A Boeing 707 recently leased El Al Israel Airlines is being used in the flight-training program which will qualify captains, co-pilots, and flight engineers for Flying Tigers' growing jet fleet.

FTL will take delivery of a fourth 707 in June.

New Aircraft

As a result of the training program, the new aircraft will be put into immediate service, flying military airlift command contract flights in the Pacific.

The El Al lease aircraft is the third Boeing 707 to be used in the FTL system.

On January 12, Ed Pinke, Jack Martin, system chief pilot, and Gene Olson, check flight engineer took delivery of the jet in Seattle and flew it back to Burbank where it was pressed into service as a flight training craft.

Training First

"Although flight training comes first," Pinke said, "the jet will fly some Pacific flights for FTL's MAC contracts."

In May when the flight training program is complete, the plane will be put on North Atlantic duty flying charters for El Al from John F. Kennedy Airport, New York to Tel Aviv with scheduled stops at Rome, Paris, Amsterdam and Zurich.

Under the lease agreement, FTL agreed to handle tourist charters for El Al during peak periods.



The Prescotts . . . and Carol Collins

RECEIVE AWARD FOR TIGERS

A pretty San Francisco flight attendant accompanied by Mr. and Mrs. Bob Prescott to the Thomas A. Dooley Foundation Splendid American Award Dinner in New York to receive a special award presented to The Flying Tiger Line.

Carol Collins, who joined the company in 1961, was one of two Tiger flight attendants who volunteered for duty with the Dooley foundation in Laos during February, March and April of 1965.

The dinner, held at the New

York Hilton, was organized to present dual awards to Secretary of State Dean Rusk and comedian Bob Hope for their contributions to American interests in Asia.

Miss Collins accepted a special award presented to the Tigers for their part in cooperating in the stewardess program of the Dooley Foundation.

Miss Collins along with Miss Elizabeth Bassford worked with stewardesses from six other airlines participating in the program.



Joe Healy

THE FLYING TIGER
7401 WORLD WAY WEST
LOS ANGELES INTERNATIONAL



W H AUDA
12122 CALIFA ST
NORTH HOLLYWOOD CALIF

1389-7

TIGER TALK

PUBLISHED BY AND FOR EMPLOYEES OF THE FLYING TIGER LINE

NUMBER 9

JANUARY-FEBRUARY, 1966

Tiger Personnel Shifted To New Stations and Duties

A number of personnel shifts have been announced recently in the far flung operations of the Tigers. Returning to Los Angeles after a lengthy career in a number of stations is the most widely traveled Tiger of them all, J. D. Gardner. He is regional manager of ground operations at Los Angeles, having transferred early in January from his position as regional manager in Chicago.

Elsewhere in this issue appears a full-length feature on J. D. Gardner written by Erv. Bielanski.

At San Francisco, Milan Haven has been appointed sales manager-Lear Jet Division, for The Flying Tiger Line.

Milan's headquarters will be at the Tiger station, International Airport, San Francisco.

Don Morrissey finds himself in one of the coolest jobs in the organization. He has been appointed Terminal Manager at Cold Bay, Alaska.

In making the announcement, Tom Grace, manager of ground services, said Don will be responsible for the company concession activity as well as the station operation.

Effective February 1st Andy Cronin was appointed industrial relations representative in the Industrial Relations department.

He will be responsible for coordination of the administration (Continued on Page C)

Flying Tiger Gals Keep Lines Open at Night

There are at least two Tigers in the organization who stalk only at night.

For years the lines of communication have been kept open into the small hours by Burbank's Edna Mae Cormier and Newark's Bernie LaVigna.

Edna Mae has purred into the telephone between five and 12:30 p.m. for the past 10 years. She also acts as Burbank monitor for TWX messages.

She is the wife of Al Cormier, foreman of facilities and equipment, a 15-year Tiger employe.

Edna Mae and Al have been married for eight years. Their family includes two dogs, Jasper and Dimples; and two cats, Co-chise and Frostie.

Currently the Cormiers are re-

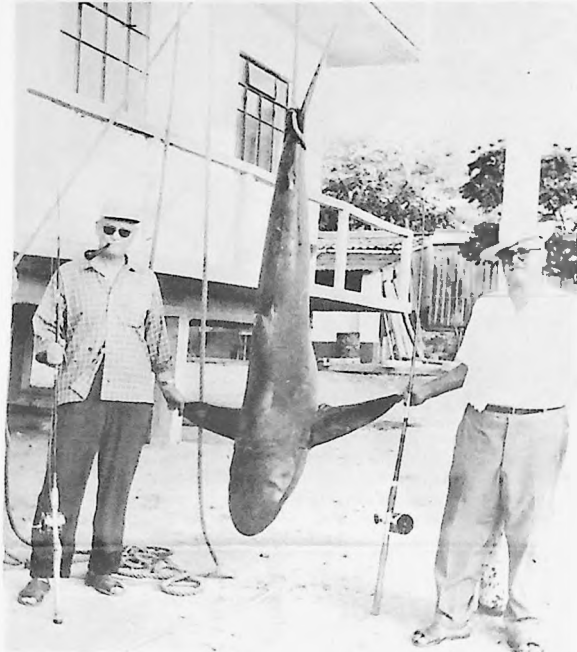


Edna Mae Cormier



Bernie LaVigna

siding in the San Fernando Val-
(Continued on Page B)



Showdown with a Shark—A huge 300-pound shark discovered recently that executive vice-president Fred Benninger has no patience with intruders. Sharky was roaming in Fred's fishing waters off Puerto Vallarta and it quickly became clear the area wasn't big enough for both of them. Benninger (l.) elected to eliminate the piscatorial pest before continuing with his annual sport fishing junket.

The End of An Odyssey—An Appreciation of Dave Gardner

By Erv Bielanski

BUR, DEN, CHI, GRR, ORF, BUF, MKE, CLE, BDL, MDW, ORD, LAX. Scanning the teletype weather reports or, glancing at the cities' index of the Official Airline Guide, would give the reader a clear meaning of what those three letter words represent. To many in FTL service, these are recognizable service points which either now or in the past, symbolize a part of the Tiger route. These mean much more to Dave Gardner, Eastern Terminals Region Manager, for at one time he referred to each as "home."

John David Gardner, otherwise known as "Dave" to almost all of FTL's people in the general offices and in the field stations, is probably the most traveled employe of the airline, in terms of "domiciles" or "homes."

He and his family covered some 7000 miles between assigned domestic points in a period of 18 years, the span of Dave's Tiger career, which began in 1947.

Dave began his escapade in 1950 when he was transferred to Denver, Colorado, an FTL station at that time, to serve as its station manager. Prior to this he was, for three years, manager of Revenue Accounting Department and also manager of the Rates-Tariff section. Denver was to have been Dave's first FTL home away from home. But it wasn't to be the last.

"It was to have been only for a three-month period," he remarked with a chuckle, reminiscing about that first transfer,

(Continued on Page C)



JAPAN AIR LINES PHOTO

Lucky Tiger—Andy Chambers of the Flying Tiger New York sales office took a tea break in Las Vegas recently and was treated to a taste of authentic Japanese hospitality. The occasion was the eighth an-

nual World Airline employes convention at the Sahara Hotel. Mr. Chamber's charming companions are, left Japan Airlines hostess Junko Kawai and Miss Jacquie Buchnell, New York, Pan Am hostess.



Farewell to Geneva—A farewell luncheon in honor of Geneva Liszczak who decided to hang up her Tiger stripes when the company moved from Burbank, was held in the midst of the gigantic move. Saying farewell to their veteran workmate were left

to right: Diane Johnson, Tom Hall, Lenore Orlando, Louise Williams, Art Meyer, Geneva Liszczak (guest of honor), Hank Garcia, Edna Gales, Andy Cronin, Pat Crawford, Chuck Snoko and Virginia Price. Geneva started with Tigers before the move to Burbank.



Lest We Forget—Genevieve Liszczak isn't likely to forget her 19 years with Flying Tigers in a hurry. Her colleagues in the Industrial Relations department presented her with—among other things—the typewriter she used during most of her years with the company. Personnel Director Art Meyer presents her with the battle-weary machine which had been depreciated to a book value of one dollar.



Presentation—The fun is in the giving, and it can also be in the receiving judging from the smile on Geneva Liszczak's face as she receives farewell gift from Art Meyer, left and Hank Garcia, right. The silver tea service was presented to Geneva on the completion of 19 years of service with the company on behalf of all the employees of The Flying Tiger Line in the Los Angeles area.

FTL GALS KEEP NIGHT LINES OPEN AT EWR AND AT LAX

(Continued from Page A)

ley but plan on moving to Westchester soon.

Aside from her switchboard and kitchen duties, Edna Mac is accomplished on the Hammond organ.

The night Tiger of Newark, Bernie LaVigna keeps the switchboard open from five to 10 p.m. She has been with the Tigers two and one-half years and lives with her family in nearby Elizabeth, New Jersey.

Her interests include baking and swimming, but she admits she also has succumbed to the

common feminine affliction which makes shopping the most appealing of all hobbies.

Bernie is a zealous antique hunter and claims to have tracked down a great variety of items ranging from odd shaped bottles to frail furniture.

She overcame a fear of flying and has since made several trips to the west coast, visiting relatives and Tiger employees.

When she isn't tied up with the Tigers and her hobbies Bernie holds down a full-time job with Western Transportation Company Air Freight.

Happy Landings, Geneva Liszczak

As most of you know by now, Geneva Liszczak, assistant to Art Meyer, personnel director, resigned when the company moved to LAX.

She was a veteran of 19 years, and saw FTL through many crises—such as sweating out the first CAB temporary certificate in 1949; the five-year renewal in 1956, and finally FTL's permanent certificate in 1962; the aborted merger with Slick Airways; the on-again off-again move to San Francisco; and now the one to LAX.

Thirteen "old-timers" among the women employees gave her a luncheon on February 7th, and out of curiosity totaled the years of their employment with FTL. It came to an unbelievable 236.

Geneva will be missed—not only by those with whom she worked daily, but by others who probably never saw her and had no idea how much time she spent on their records and how much she "knew" about them.

We all wish you good luck, Geneva, and may you enjoy every minute of your retirement—such as having breakfast in bed, and things like that. Au revoir; auf wiedersehen; and in the western vernacular, so long!

—SHELLEY GREEN

When in Doubt EWR Cry is 'Ask Tom Nichols'

If you can find Tom Nichols, you can find the answer.

That's the general consensus among Tiger employees at Newark who have developed a sincere respect for Tom's encyclopedic knowledge of freight handling.

The 29-year-old father of two has been a Tiger employe for 11 years and his present designation is ramp serviceman.

He lives in a newly purchased home in Old Bridge, New Jersey with his wife Joyce, five and one-half year-old Susan and five-month-old Thomas Jr.

According to his fellow employees at Newark Tom is even-tempered, has a good personality and is regarded as a "very affable and amiable guy."

Fellow worker Arlene Gartling says: "When a problem arises or a question, as to the position of freight, whether it be at the moment, or freight processed yesterday, or even last week, the first comment made by everyone is . . . 'ask Tom Nichols, he'll know'."

Tom was graduated from East Side High School in Newark. Due to a lung ailment he avoid-



Tom Nichols

ed strenuous physical sports.

He was a drummer in the high school band and has since developed a keen interest in numismatics. (That's "coin collecting," in case you wondered.) He also bowls, about 160 average, and plays golf.

At vacation time he piles the family into the car for a trip and this year plans an extensive camping and fishing junket into Canada.

He has also visited Las Vegas and Los Angeles on arranged air passage during holiday trips.

The End of An Odyssey—An Appreciation of Dave Gardner

(Continued from Page A)

"and then I was supposed to go back to Burbank."

The transfer proved to be of longer duration. Fifteen years later, finally, Dave returned to the home office.

A Bostonian by birth but a Michigander for many years, Dave ironically chose California as the state in which he would prefer to live. Upon his return from the Pacific where he served with the Army during World War II, and after his separation from the Military, Dave resided in Northern California, being employed as an accountant.

His Flying Tiger career began quite by accident. It was during a time that he and his family were visiting with friends in Burbank that by chance he visited an employment office to see "what's doing in Southern California."

Dave found that a vacancy in an accounting position existed with The Flying Tiger Line Inc., so he made application and filled the vacancy.

May Seem Change

Today, the Revenue Accounting and the Tariff Departments may seem a bit strange in character and growth to Dave, since during his tenure as the head of these sections, the offices which housed them were located entirely in the hangar areas at Lockheed Air Terminal.

It was just before the 1951 move to the General Offices in Burbank. At this time, and amid the din of the typewriters, Dave heard the distant drone of laboring C-47s and C-46s on their take-off rolls, lifting a load of cargo for a transcontinental air-freight line, a tempo long forgotten.

After his duties at Denver were completed, Dave answered to his requirement at Chicago, and shortly thereafter, he headed the Grand Rapids office of the airline moving ever eastward, Gardner became station manager of FTL's first domestic contract station. At ORF (Norfolk, Va.) he transited vital military cargo for the Korean war effort. Then followed a succession of moves that seemed unending.

Buffalo, N. Y. and Milwaukee, Wisc., both FTL on-line stations at that time; Cleveland . . . Hartford. Dave vacillated between the Midwest and East while he longingly looked to the day when he might return home. To every Tiger's beckoned roar, Dave responded. And every time he roared, Dave moved.

Chicago, the midway and crux

of the traffic lanes of the world was to have been Dave's final field sojourn. Serving there as its first Terminal Manager and finally as Eastern Terminal Manager, he saw the airline come into the jet age.

Dave Reproaches Self

After many years of despairing winters, Dave today looks upon the swimming pool in his Los Angeles apartment patio with a distressing self reproach. He shakes his head with obvious reason. Or perhaps the reason was better defined in the answer that he gave in his typical fashion. When asked about California living in general and the swimming pool in particular, he answered:

"It's a kidney-shaped affair measuring about 15 feet by 30 feet. How can I possibly swim in that?" There was a glint in his eye that belied his answer.

How did he react upon his return? The answer may be contained in the description of the parking areas abounding the Ground Operations Administrative offices. There was a maroon Grand Prix there that apparently arrived with its occupant long before any other arrivals, judging by its parking position. The car sported a brand new yellow-black California license plate, gleaming in the warm January sun.

When asked about the suddenness of the plate change, Dave said: *"Oh, that? Well, I just decided to get it before the rush."*

And if he's asked about his attitude and personal feeling in returning to the General Office and to California, Dave quietly says, *"It's good to be back."*

Outwardly unpretentious, Dave Gardner has returned from his odyssey that began when some of the newer members of the FTL staff had just learned to talk.

Welcome home, Davel!

WHO HE?

(Answer on Page D)



TIGER SERVICE NOW INCLUDES ROUTINE MILKING OF GOATS

The Tigers introduced a revolutionary new dimension to customer service at Chicago last month . . . custom goat milking.

And they're not kidding, according to claims manager Jack Coveney who received copies of the following messages shuttling between Chicago and Newark December 22:

Attn ORD Agent

1 LIVE GOAT CONSIGNED TO EWR PULLED OFF 234-21/501 AT ORD MUST BE MILKED OR THE ANIMAL WILL BE RUINED. THIS IS PER ITS OWNER AT EWR. IF ANIMAL CANNOT BE RELIEVED BY ANYONE AT ORD IT IS RECOMMENDED THAT A VETERINARIAN BE CALLED IN TO DO IT SO AS NOT TO CAUSE A DAMAGE CLAIM LATER.

DETTE FOR GOAT OWNER

A routine reply was soon received by the Newark Agent:

RE CONF FRM EWR

GOAT HAS BEEN MILKED AND IT DRY AT PRESENT. 1 QUESTION DO YOU NEED ABT A QT TO 1/2 GAL OF GOAT'S MILK.

Tigers Shifted to New Duties

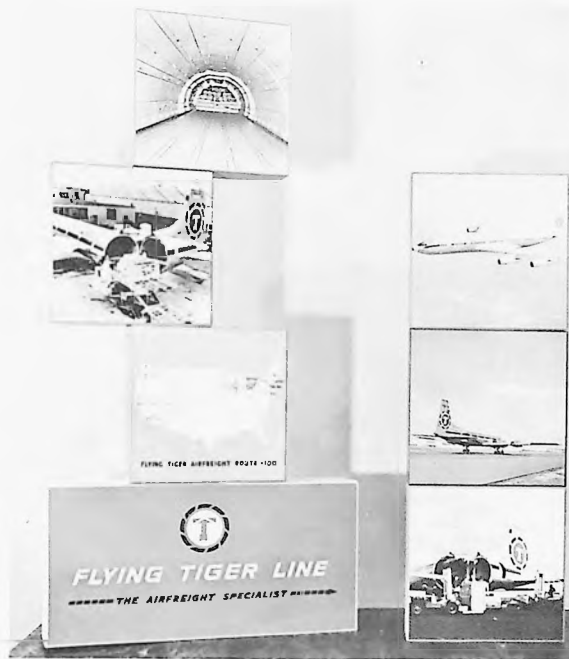
(Continued from Page A)

of the labor agreements and personnel policies and procedures for the Maintenance Department, Ground Operations and Guards.

Hal Kopl has been named

security supervisor for the company effective February 1st.

Hal's duty will be to supervise security guards, maintain security of the LAX facility and related security functions.



Portable Sales Aid—A lightweight portable display kit has been used to advantage by Flying Tiger representatives recently at the National Turkey Federation Convention in Chicago and the Nurserymen's Association Convention at Eugene, Oregon. The kit is made up of seven units which can be displayed in an endless variety of combinations. The kit has its own packing case and table. The display has proved so functional two more have been ordered for the sales organization.

FTL Employes Win Kudos for Performance

Initiative and resourcefulness of Flying Tiger employes continue to attract bouquets from pleased customers. For instance, recently—

Barbara Lents of the Customer Service Department in Chicago made such a fine impression on executives of the Bohn Aluminum and Brass Company of Danville, Ill., that the plant's traffic manager was inspired to write a note of appreciation to George Lang, Chicago Sales representative.

E. F. Kucic of Bohn said in part:

"I am expressing our sincere appreciation for the fine co-operation and assistance extended to us by your Miss Barbara Lents of the Customer Service Department.

"Miss Lents and the Flying Tiger Chicago operation are to be commended for their exceptional efforts. We were endeavoring to forward a large piece of equipment to the East Coast and because of the critical time element were forced to make connections out of Peoria and into Chicago that were down to the minute.

"In the final analysis when it was determined exactly how the equipment would be moved, it was learned through the information furnished by Miss Lents, that American Airlines had an earlier flight and could accommodate the equipment.

"Even though your company did not benefit for their services it cannot go unsaid that your efforts were not appreciated should future shipments allow us to select an airfreight carrier we most certainly will consider Flying Tigers."

In Los Angeles Tiger employes were given a pat on the back by W. D. Kibbey, superintendent Airport Mail Facility, L. A. International Airport, for their cooperation in coping with the Christmas Mail rush.

In a letter addressed to the Tiger general offices Kibbey said:

"Employes of the Los Angeles Post Office, Airport Mail Facility wish to express our thanks and appreciation to employes and supervisors of The Flying Tiger Line for the splendid cooperation received during our 1965 Christmas operation.

"This increased volume of mail could never have moved so well through our restricted ramp area without your advance planning and all-out co-operation."

Burbank Byline

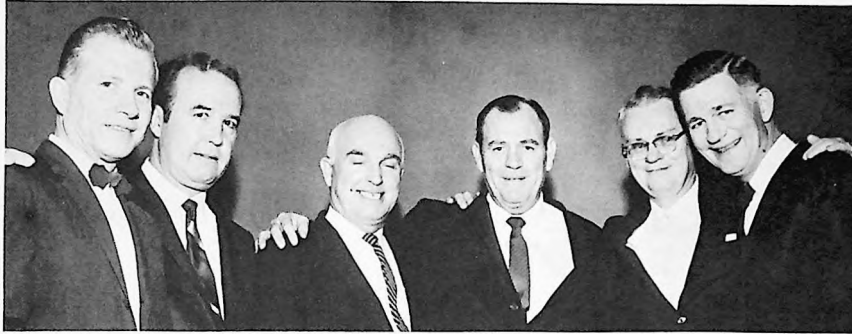
By Shelley Green

Beware of purse-snatchers! Advertising Manager DODE PENROD knows from bitter experience. Two young boys snatched her purse from her side at a laundromat, and even though she pursued them they got away. It took the police 35 minutes to reach the scene. V-e-r-y fast, huh? Then she had to get a locksmith, and spent the rest of the evening writing letters to oil companies, et al advising them of the loss of credit cards, etc., etc. 1966 is starting out just fine for Dode!

Congratulations and best wishes for much happiness are tendered RUDY VALENTA and PRISCILLA JANIK VALENTA, who were married just before Christmas. They managed to keep it very quiet until a couple of days before the ceremony Rudy is controller of the company, and Priscilla is a PBX operator. She'll stay home once we're at LAX, though.

Now that GENEVA LISZCZAK has resigned, ETTA BAEDEKER is No. 1 Tiger Lady in point of service, achieving 19 years' service this June.

On March 17th, EVELYN FLETCHER, supervisor, key



Genesis of a Tiger—In the beginning there were only a few and this group represents part of the nucleus of the Flying Tiger organization of 20 years ago. The occasion was the presentation of 20 year

Honor Certificates to veteran company members. Left to right: Tom Haywood, Bill Bartling, Joe Baker, Bob Prescott, Fred Benninger and Cliff Groh. (20 years? Why, it seems like only yesterday—Ed.)

punch, will have been with FTL 17 years. During that time she has driven 10,000 miles a year just to and from work, for a grand total of 170,000 miles. How's that record for a woman driver?

In the same category as Evelyn are JOE BAKER, asst. to V.P. Jim McLachlan, and BOB NORTON of the Overhaul Shops, both of whom live in Westchester and have commuted to BUR, 58 miles round trip daily. Now that we're at LAX the situation is reversed. They'll be close to work, and the majority of us will drive the freeway.

They got the best of it eventually—but it took them 19 years!

Years and years ago JOHN MUNOZ of the motor pool, used to race motorcycles and collected many prizes and set many records. After a bad spill in 1951, he stopped racing, but motorcycles are still his hobby. He buys up dismantled parts and pieces, and faithfully, reconstructs them. He's been concentrating on the 1947 series, and has three completely restored cycles around his menage.

BOB CASHMAN, manager, Market Research, proudly an-

nounced the arrival of KIM, a brand new baby daughter who arrived on January 22nd. She'll keep him busy—as if he isn't all ready!

V.P. GEORGE CUSSEN and his wife took a very restful vacation recently—spending part of the time at the Palm Springs Racquet Club just loafing!

JIM PARKER, credit manager, has been driving 80 miles round trip from La Habra to work via the freeway system. Now he can come straight down Imperial, and only drive 70 miles a day. Isn't that something?

WHO HE?

(See Photo on Page C)

JOHN ZAIMS
EWR Maintenance Foreman

Laurie Arakari, secretary, Maintenance, hopes to go home for a visit in March. Her home is in Honolulu. Don't you envy her?

PAM MURRAY, who used to work for us some time ago, has rejoined Tigers as secretary to Jack Martin, systems chief pilot.

Practically everybody in Inspection and Quality Control stayed with FTL—some take the bus from the Valley—some commute in their own cars until they can find suitable quarters—and some just smile to see the rest of us struggling along the freeways because they already live there, like GEORGE MARUYAMA and JOHN FERLAZZO, for instance.

BUD SHERRY bought a new Volkswagen and will commute from . . . Newhall?

Quite a few people have made the South Bay area their new home. For instance—

DEIRDRE SULLIVAN, secre-



Long-Term Tigers—This group of veteran Tigers pictured at the Los Angeles Christmas party represents 3,175 years of service with the company. Each individual has been with the company at least 15 years and the occasion was marked by presentation of 15-year pins by Bob Prescott. Kneeling l. to r.: Art Meyer, Dave Verrill, Gene Taylor, Charlie Pryor,

Dick Rossi, Priscilla McLain, Howard Howell, Jack Coveney, Clark Doty, Ray Hughes, Bill Sweeney. Standing, l. to r.: Vern Westman, Howard Smith, Don Torgerson, John Meziere, Al Sachs, Bob Prescott, Fred Benninger, Ed Carey, Clarence Brown, Howard Anderson, Brandy Brandenburg, Ben Briskin, Bob Cole, Evans Maxwell, Joseph Murphy, Hugh Melville.

Burbank Byline

tary, Public Relations, found an apartment before we moved, and commuted back to BUR.

MARY CHAMBERS, Credit Dept., moved some time ago to Westchester and has been driving north instead of south every morning.

BONNIE FANIN and ETTA BAEDEKER of Office Service, have rented an apartment in El Segundo, only five minutes from the office. Etta will spend four nights a week there, returning home only over the weekends.

IDA SCHWEGER, secretary to Jim McLachlan, rented an apartment from TOM HAYWOOD, who owns a beautiful apartment house four minutes from our building.

IRMA MITCHELL of Purchasing rented an apartment in Inglewood with a fine view of a local cemetery. She figures looking at that is better than driving the freeway every day.

ART MEYER, personnel director, sold his house in the Valley and he and his wife moved into a mobile home in a park at Pacific Palisades. They are just across the road from the ocean, and can walk down to the beach in a few minutes. They're looking forward to it, as they both love the shore.

ALICE KRAUS, secretary to George Zettler, moved into a lovely apartment at Playa del Rey which has a magnificent view of the entire Santa Monica Bay. Must be beautiful at night.

FRANCES BEACH, secretary to Ed Pinke, found an apartment and moved before FTL did.

DOLLY SEIFKIN, Purchasing, moved into an Inglewood apartment only about 15 minutes away from her daily chores.

URSULA MORIARTY, PBX operator, bought a home in Westchester. There's a spare room available for anyone who's fogbound, she says.

JACK DUPRE, Maintenance, bought a place in Westchester, also. He's smart, too.

AL and EDNA MAE CORMIER decided to move down that-a-way. They purchased a new home in Westchester within six miles of the office.

Just to be different, DODE



Winners Smile—This well-put-together . . . er, co-ordinated dancing girl attracted the attention of the males at the Los Angeles Christmas party with her captivating smile. The costume? That was designed to attract attention to the smile.

PENROD bought a place in Manhattan Beach, with plenty of room for her three dogs.

DAVE VERRILL is going to try driving for a while. He

bought a new car for the venture.

And **ELLEN WARNER TOONEY** thought it wise to invest in a new automobile, too.

**Zettler Submits List of Phrases—
Guaranteed To Be Killers All**

Creative thinking is more often than not thwarted by a verbal kick in the teeth. Or so it may seem.

George Zettler, director, project sales submitted a list of killer phrases or worn cliches which he claims are guaranteed to check the flow of creative thinking.

Here are few samples from George's list:

"We've never done it that way before . . ."

"All right in theory—but can

you put it into practice? . . ."

"Somebody would have suggested it before if it were any good . . ."

"Let's make a market research test first . . ."

"It'll mean more work . . ."

"Why something new now? Our sales are still going up . . ."

(This is an interesting observation, George, but we're sure no Tigers use this kind of comment when ideas are suggested to them.—Ed.)

EWR INFO

By Arlene Gartling

The Stork has been busy on the east coast recently.

Jim Correa and his wife Mona are the proud parents of a son, David James, born in October.

Ed Pankiewicz and his wife Regina are also the proud parents of a son, Michael Joseph, born in January.

Lou Cason, Captain at Tigers for 15 years, welcomed his first grandson, born in January.

Karen Margner will tie the knot on February 19th and will become Mrs. Al McGrath. She and her bridegroom will honeymoon in Bermuda.

Bob McCarthy was drafted and is now stationed at Ft. Hood, Texas.

Bernie LaVigna bought a house in Brenton Woods, N. J. This info for all those who plan to vacation at the Jersey shore this summer.

Mike Melnick and his family spent their vacation in Key West, Florida.

John and Mary Norcum also had a sunny vacation. Divided their time between Miami and the Bahamas.

Our new CS representative at JFK is Stan Weinstein. Joined Tigers the first of the year and will be working with both domestic and OCP freight.



The Dance—Tripping the light fantastic is serious business, judging from the expressions on the faces of some of these Tigers exhibiting

their terpsichorean prowess at the Los Angeles Christmas party at the Castaways late in December.



THAT
WERE
THE
EWR
XMAS
THAT
WERE



"Thanks for All Those Cards and Letters"

Ray Meigs, EWR Radio Mechanic for 4 years, is confined at home with a broken leg plus complications, as the result of a car accident. Cards may be addressed to Ray at 69 Connecticut Conc., Jackson, N.J. Get well soon!

EWR Christmas Party held on Dec. 11th at Thomm's Restaurant, Newark, yielded these informal pictures of the people and festivities at the gala affair.

1—Maureen and Mike Staunton, Elaine Cambalik, Delia and Stan Mason, and Ray Cambalik (all left to right). They are Flt. Opns. agents and their wives.

2—Mona and Jim Correa, NYS.

3—John and Mary Zaimis, Maintenance.

4—Regina and Ed Pankiewicz, Ground Operations.

5—Harry Kidwell, NAL; Ron Love, Sales Rep., and Karen Mergner, C. S.

6—Same party at EWR . . . Our Customer Service girls, Kathy Crothers and Karen Mergner (left to right).

7—Composite of EWR's Office Christmas Party. Left to right as follows . . . Vinnie Setteducato, Bernie LaVigna, Joe Barbera, Jim Correa, "H. P." Watkins, Dolores Grady, Ken Beatty, Arlene Gartling, Ray Templin and Larry Suriani.

