

Headquarters dedicated . . .

New Home Contrasts Vividly With Original at Long Beach

The contrast between the Flying Tigers' original two-car garage at Long Beach and the ultra-modern new home at 7401 World Way West boggles the imagination.

Perhaps Joe Baker said it best at the gala dedication ceremony held in the new hangar on March 25.

"Back in Long Beach," said Baker, "I could throw a baseball over the garage backwards. In this new building the best hitter in baseball today couldn't hit a fly ball from wall to wall—a distance of more than 480 feet."

It was a festive day for Tiger employees—those who only recently joined the company, and those who have been here since the beginning.

Masterful Job

And R. W. Prescott, who acted as master of ceremonies at the formal occasion, did a masterful job of keeping things in perspective.

Obviously proud of the vast \$4,500,000 facility, one of the finest in the world, Prescott placed the human resources of the company ahead of the brick and mortar monument to their accomplishments.

Reminiscing briefly, he introduced from the platform a handful of stalwarts who have provided a great deal of the bone and sinew of the Tiger since

those lean days in Long Beach 20 years ago.

Included in this group were: Joe Baker, assistant to vice president of maintenance; Bill Bartling, vice president of planning and development; Tom Haywood, director of flight training; Buck Buchanan, foreman of engine build-up; Rhuel Trimble, foreman, flight maintenance.

Murphy Introduced

The president then introduced Charles S. Murphy who gave the keynote address at the dedication ceremony.

The formal dedication was followed by a cocktail party in the hangar for about 800 guests.

The cavernous hangar building was decked out in a gay orange and black tiger motif. A tour of the maintenance shops and the business office was mapped out and the tour route was dotted with huge tiger paws. At stations along the route guides, dressed in orange and black and bearing "licensed Tiger guide" badges were posted. Their function was to answer questions and be sure guests did not get lost in the complicated network of shops set up in the rear of the hangar.

It was a day set aside to dedicate a monument.

A monument to the courage and vision of Bob Prescott and his band of adventurers who built an airline.



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COAT OF ARMS PRESENTED. Charles S. Murphy, Chairman of the Civil Aeronautics Board receives his coat of arms from FTL President R. W. Prescott at the airline's new facility dedication ceremony in the

hangar. Roughly translated the Latin motto inscribed on the bottom means: "Let us sit down and talk this over." Murphy complimented the Tigers for their many contributions to the airfreight industry.

Worked with JFK . . .

Former J. F. Kennedy Assistant Named Special Counsel to FTL

Former deputy special counsel to the late President Kennedy and counsel to President Johnson Myer Feldman has been appointed special counsel to The Flying Tiger Line.



MYER FELDMAN
... appointed counsel

FTL President Robert W. Prescott said Feldman of the Washington law firm of Ginsberg and Feldman, will serve the company in coordination with the Washington law firm of Meyers and Dreyer, which has acted as general counsel to the airline for many years.

Since leaving the White House, Feldman has been engaged in general law practice in Washington. His experience also includes service as special counsel to the Securities and Exchange Commission and counsel to the Senate Banking and Currency Committee.

Born in Philadelphia in 1917, Feldman graduated from the University of Pennsylvania Wharton School of Finance and Commerce and the University of Pennsylvania law school with honors. He served in the U. S. Army Air Corps from 1942 to 1946 and taught at both the University of Pennsylvania Law School and the American University Law School in Washington.

Tigers Praised By CAB Chief For Contribution To Industry

The Flying Tiger Line has provided valuable competition which has kept the cargo industry on its toes, Chairman Charles S. Murphy of the Civil Aeronautics Board said in an address at the dedication of FTL's world headquarters in Los Angeles.

"We will continue to need the spur of your competition and the inspiration of your pioneering spirit," he told the group assembled in FTL's new hangar building.

Murphy, who proved to be well acquainted with Tiger history, observed that one aircraft in today's Flying Tiger fleet can carry as much cargo as the company's entire fleet of 20 years ago.

This new facility will be the working headquarters of upwards of 1,000 Tiger employees," Murphy said. "It is a far cry from the half-dozen employees and the two car garage which represented the working force

and facility first occupied by the airline at Long Beach in 1945."

Following is the complete text of Murphy's dedication address.

"I am happy to be here to participate in the dedication of the new world headquarters for The Flying Tiger Line. The move to this splendid, modern \$4 million facility is a significant milestone in the life of a very remarkable business enterprise.

The Flying Tiger Line is also making a major investment in new flight equipment. By the end of 1966, it will be operating four Boeing 707-349C jet freighters and has a fifth on lease from El Al Israel Airlines. Additionally, it has expanded its CL-44 swingtail fleet to 15 aircraft. This too is a far cry from 1945-46 when the airline operated a small fleet of Budd Conestogas and C-47's. Total daily lift capacity of that early fleet was approximately 100,000. Today, one

Boeing 707-349C will lift—90,000 pounds—almost as much cargo as all of the Tiger's early fleet.

Suffice to say that, in the face of great odds, you have made for yourselves an important place in the air cargo industry. This has required vision, courage, skill, optimism, and tenacity. You have had these qualities—from Bob Prescott on down. I salute you for what you have done. I am happy to join you in this day of rejoicing.

This industry in which you have made your place in the sun, is an exciting one—vital, growing, changing so rapidly that every day brings new challenges and new problems. The passenger part of air transport is growing at an extraordinary rate—17.4% last year, more than twice as fast as the average growth for our economy as a whole. But in comparison with air cargo, the passenger business seems almost

(Continued on Page 4)

New Facility Home To More Than 1000

The wonders of jet-age construction and functional design—\$4,500,000 worth, have been incorporated into The Flying Tiger's new home at the Los Angeles International Airport.

More than 1,000 people, many who labored under the helter skelter facility at Burbank, are now settled in the new facility which is comprised primarily of a 38,000 sq. ft. two-story office building and the largest cantilever maintenance hangar west of Atlanta.

The new general offices include spacious reception areas, air conditioned quarters, an IBM department (complete with underfloor raceways), a modern printing shop and a cafeteria for 180 people. The parking area accommodates 550 cars.

Large Hangar

The hangar area is large enough to shelter three of the company's Boeing 707 aircraft wingtip to wingtip during maintenance and overhaul periods. A future expansion of this has been provided to the north due to the location of the adjoining facilities and equipment building.

The shop areas of the hangar and shop building extend along the length of the hangar providing ready access for maintenance and overhaul.

A feature of the hangar area is the overhead mounted, electrically driven reels for air and power service to the aircraft. The elimination of underground service pits makes for cleaner, safer, and quicker use of the required power and air as well as more



HANGAR DEDICATED. Ceremonies to dedicate the new FTL facility were held in the hangar, the largest cantilever of its type west of Atlanta. Foreground shows R. W. Prescott introducing Bill Bartling, FTL V-P of Planning and Research to the guests.

flexibility for the next generation of aircraft.

The entire building is protected by an automatic fire sprinkler system with the hangar area having a separate deluge system. The hangar area is divided into seven sections which can be activated separately by electro-pneumatic heat sensors capable of releasing two and one-half gallons of water per square foot of area.

The concrete floor of the hangar area is 12 inches thick with a finish of fine particles of metal, giving the floor a greater resistance to wear. A special coating seals the floor keeping engine oil and grease from penetrating.

The principal shops in the shop area are: engine build-up,

propeller shop, landing gear, wheels and brakes, machine shop, tire shop and cleaning. All these functions are equipped with overhead hoists of the latest type as well as all service facilities including compressed air and power of various types.

The accessory overhaul shop has an overhead trolley duct to supply variable electrical power to any part of the room. Adjacent to this shop are several sound and vapor proof rooms designed especially for the testing of parts which use volatile or highly inflammable solvents.

The sheet metal shop, ships equipment, seats and sewing and line electrical are also on the floor level complex of maintenance shops.

Centrally located in the ground floor section are the offices of flight line foremen and inspectors, men's and women's lockers and rest rooms and first aid room. Conveniently located nearby is a protected X-Ray and development room.

Kitchen Equipment

A flight preparation room provides and services kitchen equipment and supplies for all aircraft.

An area of 10,000 square feet with a 20 ft. ceiling serves as stock room, receiving and shipping complete with a large freight elevator to a mezzanine floor and the second floor stock-room.

Second floor functions are divided into stock room, radio and instruments shop, offices, training areas, maintenance records, publications, teletype, data computing and the purchasing department.

Future Expansion

Due to the vast size of the hangar complex and provision for future expansion, the Department of Water and Power, City of Los Angeles has installed a complete electric power substation at the side of the building. This station distributes to four unit sub-stations located on mezzanine floors above office spaces thus saving valuable floor space.

All first floor shops are mechanically heated and ventilated while second floor offices are air-conditioned. A cooling water system for the many pieces of

test equipment in the various shops is provided by a separate cooling tower. A complete compressed air system provides service to all shops benches and equipment in the shops.

Over-all, the FTL World Headquarters complex spreads over an area of 212,340 square feet and is truly an airline facility as modern and efficient as can be found anywhere in the world.

Prescott Featured In State Magazine

A full length personality sketch on Flying Tiger President Bob Prescott was featured in the January 18, issue of California Business.

Written by Los Angeles Herald-Examiner business writer Leon Scibilia, the piece portrays the many sides of Prescott and gives a believable insight into the mind of a man who started from scratch and built the world's largest all-cargo airline in a span of 20 years.

Scibilia illustrates the philosophy of the man with the following quote from a Prescott speech:

"We thank America for being what it is; for being the fertile land where things can grow with the right direction and the right effort; for the freedom it gives you to make a place in the sun for yourself if you've got the guts to go after it and stay with it."



BEFORE. A scant 20 years ago The Flying Tiger Line was born in this two-car garage at the Long Beach Airport. The first aircraft to fly Tiger airfreight were the Budd Conestogas pictured on the ramp. The company moved from here to Burbank, when it grew to maturity forcing the move to new quarters.



AFTER. An aerial view of FTL's new world headquarters in Los Angeles shows the modern office building in the foreground and the mammoth hangar and equipment buildings in the rear. On the ramp is a Boeing 707 jet capable of more lift than the original fleet combined



WONDERFALL. Betty Young, secretary in ground operations admires the "magic fountain" in the rotunda of the new headquarters office building. The unique installation is made of almost invisible strands over which an odorless, non-evaporating, non-corrosive liquid travels.

Ruling Favorable . . .

Blocked Space Contract Signed Days Ahead of Court Decision

An agreement for the first blocked space contract within the automotive industry was signed by the Ford Motor Company, Detroit and The Flying Tiger Line a scant few days ahead of a decision by a Washington District Court of Appeals upholding Civil Aeronautics Board policy.

Peter T. Albert, FTL vice president of sales said late in February the agreement calls for the shipment of 5,000 pounds of traffic three days a week on Tiger airfreighters from Detroit to San Francisco.

The automotive industry is believed to be the single largest commercial user of airfreight service.

The ink wasn't dry on the agreement when the courts endorsed the CAB policy to allow only all-cargo airlines to offer blocked space service for domestic cargo shippers.

Prescott Comments

FTL President Bob Prescott, commenting on the decision said: "The favorable decision of the United States District Court of Appeals upholding the CAB 'blocked space' policy is gratifying to us because, for the first time, it offers some effective method of equalizing what has been an unfair competitive position with the passenger airlines.

"We will now have the chance to develop, as the board envisioned, the important field of wholesale airfreight.

"Blocked space in effect gives the all-cargo carrier the right to sell by contract to volume shippers a specific amount of space on specific flights at specific rates. Because of the savings that can be effected through this method of selling, blocked space can be sold at something less than existing tariff rates.

"This will result in greater bargains for the shipping public and will give the all-cargo carrier an unprecedented opportunity to develop the potential of air cargo," Prescott said.

"The decision, upholding as it does the goal of the board to delineate the roles of the passenger lines and the all-cargo carriers, offers the all-cargo carriers an opportunity to develop the airfreight market and hope that the passenger lines would develop better and cheaper transportation of passengers."

Meanwhile, Albert said Ford will use the service to supply its San Francisco area plants with automotive parts and accessories and assembly line material. The great bulk of traffic by the big automobile manufacture to its assembly plants is moved by surface transportation, with airfreight filling an important need for fast supply of critical assembly line material.

By using blocked space Ford will obtain a rate approximately five per cent below air transportation charges. If the contract proves successful, it can be expanded to realize airfreight savings of as much as 16 per cent, Albert said.

CAB Can Distinguish Between Air Categories, Court Holds

The Civil Aeronautics Board has the right to make reasonable distinctions between groups of carriers and may authorize different rates and services for the different groups in the opinion of Judge Leventhal of the U. S. Circuit Court of Appeals for the District of Columbia.

Judge Leventhal delivered the court's majority decision recently which upheld the CAB's authority to restrict "blocked space" privileges to the all-cargo carriers.

The Judge also said that major combination carriers opposing the decision have made no presentation that the board's distinction between combination carriers and all-cargo carriers is meaningless or without rational foundation.

Following are some quotes from *Air Cargo* magazine which gives a good outline on the board's decision.

Round Lost

Trunk lines have lost another round in the blocked space battle, and can be expected to take the issue before the Supreme Court. The U. S. Circuit Court of Appeals for the District of Columbia, at an *en banc* rehearing of the Civil Aeronautics Board's controversial ruling, found in favor of the Board and the all-cargo airlines.

The Circuit Court's latest decision was five to three, with the ninth judge not participating in the decision. Last April 15, a three man panel of the Court voted two to one, against the Board and in favor of the trunks.

Decision Appealed

This decision was appealed to the full Circuit Court. Now it is the trunk carriers' turn to proceed: to take the whole matter up the final step on the judicial ladder.

As things stand, combination passenger-cargo airlines are prohibited from selling blocked space for air cargo. American Airlines, Trans World and United Air Lines, the three major trunks involved in the hassle, therefore must compete against lower rates offered to shippers by all-cargo carriers employing a blocked space tariff. Presently, only one carrier, The Flying Tiger Line, offers blocked space. The idea for such a tariff was originated by Slick Airways, but that carrier has since discontinued scheduled common carriage.

The Court's majority opinion, delivered by Judge Leventhal,

was, in essence, that the Board's blocked space decision was a case of rule making, not an adjudication of the combination carrier's operating certificates. Therefore, a full adjudicatory hearing of the blocked space question, as demanded by the trunks and denied by the CAB, is not legally required. The trunks' plea to the Court was that such a hearing is required since the Board's blocked space action amounts to a modification or suspension of rights which are in the trunk's existing certificates.

Majority Opinion

In his majority opinion, Judge Leventhal wrote:

"Petitioners say that the Board has no power by summary action, without hearing, to prevent a carrier or group of carriers from competing fully with other carriers. . . .

"That competition in a regulated industry should be treated similarly in rate rulings in order to preserve competition is not denied. But that is not to say that reasonable distinctions between groups of competitors are impermissible, and that different services and rates may not be authorized for the different groups or classes. . . .

"Petitioners have made no presentation that the Board's distinction, between combination carriers and all-cargo carriers is meaningless or without rational foundation."

The trunks want an adjudicatory hearing because they feel existing certificate rights have been modified or suspended. Judge Leventhal answered this in part by citing a 1964 Supreme Court decision of a case between the Federal Power Commission and Texaco.

"The statutory requirement for a hearing does not preclude the Commission (FPC) from particularizing statutory standards through the rule making process and barring at the threshold those who neither measure up to them nor show reasons why in the public interest the rule should be waived.

No General Rule

"The proceeding before us is rule making both in form and in effect," Judge Leventhal wrote. "There is no individual action here masquerading as a general rule. We have no basis for supposing that the Board's regulation was based on a sham rather

than on genuine classification. The classes of carrier were analyzed both functionally and in terms of capacity for furthering the promotional purposes of the (Federal Aviation) Act. The class of combination carriers is not accorded the same rights as the class of all-cargo carriers, but the difference is in no sense a punishment for sins of commission or omission. They are not . . . 'goats' being separated from favorite sheep. . . .

"The particular point most controverted by petitioners is the effect of the CAB regulation on their business. The issue involves what Professor Davis calls 'legislative' rather than 'adjudicative' facts. It is the kind of issue involving expert opinions and forecasts, which cannot be decisively resolved by testimony. It is the kind of issue where a month of experience will be worth a year of hearings."

Judge Opposed

Judge Burger, writing the dissent, felt the Board has changed the trunks certificates without a hearing, as required under the Administrative Procedure Act.

"I have trouble seeing how a 'regulation' which turns identical certificates into ones which place the licensee in entirely distinct carrier roles, carrying different types of cargo for differing types of shippers, can be said to be anything less than an amendment of outstanding certificates. . . .

"As I see it this is nothing more than a transparent device to favor some carriers at the expense of others," Judge Burger wrote.

Cases Cited

Referring to cases cited by the majority as a basis for their opinion, Judge Burger said:

"None of the cases relied on by the majority deals with a situation like that before us, where an agency attempts by rule making to amend some—but not all—of the outstanding certificates authorizing a particular kind of service so as to deprive the licensees of a significant part of their licensed authority. . . .

"Petitioners (in the cases cited by the majority) were not being deprived of any authority they had formerly exercised; in those cases rule making was used to formulate reasonable, nondiscriminatory criteria to be met as conditions of receiving certificates in the first place."

Government, Air Industry Officials and Sh



HEAD TABLE. Left to right: Dessel Erickson, CAB; Francis Fox, LA Airport; A. E. Norrbom, West Coast Traffic Assn.; R. W. Prescott; Charles S. Murphy; Gordon Cray, LA Chamber of Commerce; A. M. Rochlen, LA Airport; John Luhring, Union Bank; Joe Tippitts, Federal Aviation Agency.

(Continued from Page 1)
mature and settled down, while cargo is a lusty, growing, turbulent youngster. I believe that in the potential for air cargo, we are as yet only scratching the surface.

The air cargo business of U. S. carriers is only about 10% as large as the passenger business in revenue terms. But its rate of growth is much more rapid—the volume of air cargo has multiplied 4½ times in 10 years. Technological progress in the development and handling of air cargo is extremely rapid and still has far to go. Industry generally is rapidly discovering new uses for air cargo service to improve efficiency and economy of operations. In terms of ton-miles, I expect the volume of air cargo business to become larger than the air passenger business in our generation. It may be that technological developments will lead to even far greater growth than we can now foresee.

The main requirement from the Government at this stage is cooperation with, and technical assistance to, the industry in its efforts. Here perhaps even more than in the case of passenger traffic, business should be given latitude to seek the best solutions. The Government might undertake a stronger coordinating and leadership role on a voluntary basis in the developmental process, thus serving a function no one else is in as good a position to perform.

This is the kind of things we are undertaking with our Regional Air Cargo Workshops program. Here we hope to serve as the catalyst to get shippers together with air cargo experts for real working sessions to talk about how best to develop the business and meet the needs of the shippers. Tiger's Vice President-Sales, Pete Albert, is on the Planning Committee for the Workshops Program, and is making a fine contribution.

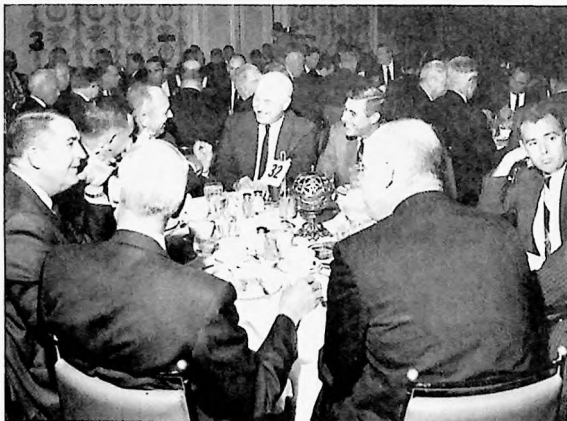
As we look down the road ahead, I cannot say to The Flying Tiger Line that your problems are all behind you. I'm sure they're not. You still cannot take it easy. I hope you like challenges, because there are big ones still before you. The air cargo business of the future will be

1—Left to right starting at left of empty chair: Burke Smith, Bill Kreiger, FAA; Ed Pinke, Vice President Flight Operations, FTL; H. Sanderson, manager, Americas El Al; Al Butler, FAA; Rich Melburg, FAA; Ned Zartman, FAA; George L. Smentak; Harry Schneider, Travis.

2—Left to right from rear center: Bill Bartling, FTL; Hugh Stoddard, Richfield Oil Corp.; C. H. Graver, Humble Oil and Refining; Jack Elliott, Douglas Aircraft; Clint Jennings, Boeing; George Sanborn, Boeing; Don Dieudonne, Richfield Oil Corp.; H. S. Hopkins, Lockheed Corp.; Bill Roberts, Chevron International Oil Co.

3—Starting center rear, left to right: Joe Baker, FTL; J. Massick, Quinton Engineering; unknown; H. Smith, FTL; Chuck Steeves, FTL; Tom Mason, Lockheed; J. Green, Quinton Engineering; Ray Ruschke, Quinton Engineering.

4—Starting center rear, left to right: James McLachlan, FTL; E. Gerber, Rolls Royce; John Dewey, FTL; R. Larson, Loretz and Company, J. Cutshall, Haas and Haynie; Jim Chapman, Quinton Engineering; Joe Martino, Continental Airlines; Ron Hamer, Canadair Ltd.



pers Join Tigers in Dedication of Facility

highly competitive, and the carriers who maintain their places in its will have to continue to earn those places.

All cargo transportation, like all air transportation, exists to serve the interests of the public. The CAB has an obligation to promote the kind of air transportation system that will serve the public interest best. That means we should seek the most efficient use of the resources devoted to air transport, and seek to obtain the best possible service at the lowest reasonable costs. One of our principal means for doing this, of course, is through competition among our privately owned air carriers.

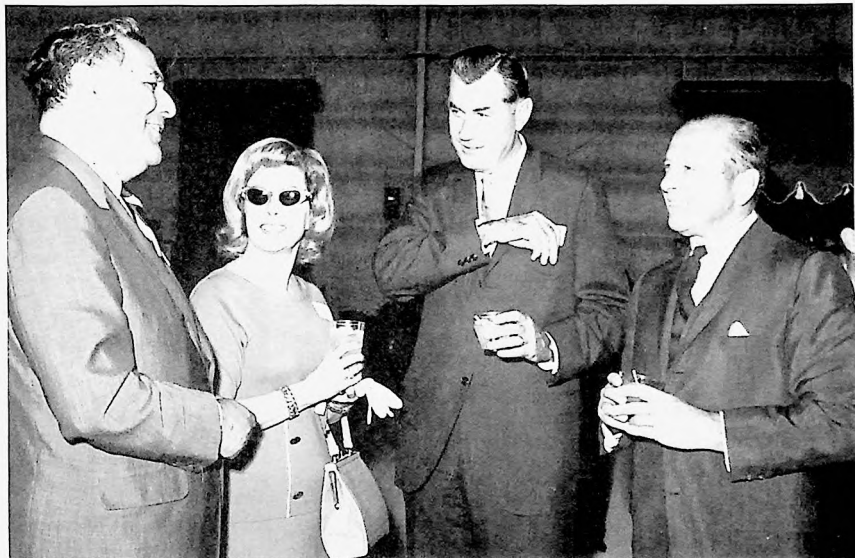
When we at the CAB set ground rules for competition, we must set them in the best interests of the public as a whole. We cannot provide special protection or special privileges for any air carrier or class of carriers simply because we like them. This does not mean that the ground rules must be precisely the same for every class of carriers. But the basis for the difference must be found in the public interest.

It is in the public interest, of course, to promote effective competition and useful innovations. No one can gainsay that the all-cargo carriers have provided

competition and spurred useful developments in air cargo. You have helped to keep the industry on its toes. We will continue to need the spur of your competition and the inspiration of your pioneering spirit.

I can give you no promises except that the CAB will continue to give you a fair opportunity to make your contribution to the public good through air transportation. I don't think you would expect more. Your past history shows that is all you need. I am confident that you will accept the challenge of continued growth and development measured by the contribution you can make.

We hail this wonderful new freight terminal complex for what it is—a facility to serve the needs of mankind—to serve the interests of our nation and its people—and a place where The Flying Tiger Line is to enlarge its service as an instrument of the public good.



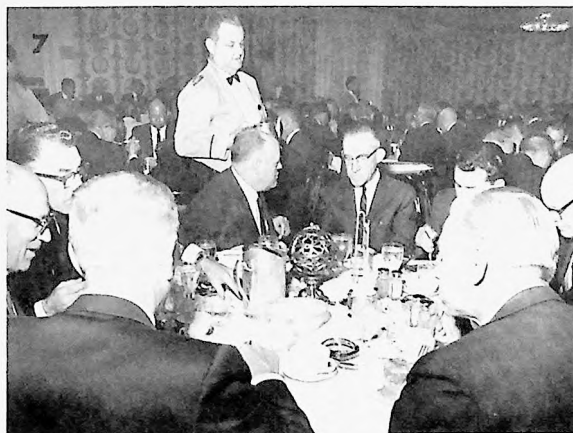
Norman Meyers, Mrs. R. T. Smith, R. T. Smith, Houston Rehrig



5—Left to right, starting center rear: Joe Healy, FTL; Robert Fraser, Western Transportation; George McSherry, L. A. Department of Airports; Austin Hathaway, Lyons Aircraft Service; Gordon Stanton, Lockheed Air Terminal; Unknown; Claude Garcia, National Airlines; William Mergard, Delta Airlines; Milton Sherman, Assistant City Attorney, L. A. Department of Airports.



6—Left to right from center: Bob Blanks, FTL; Ray Ryan; Unknown; Unknown; Leo Stevens, FTL; Don Needles, Douglas Aircraft; Hugh Jackson.



7—Left to right, starting center: Barney Barnet, Director Aeronautics, State of California; George Cussen, FTL; Robert Franco, REA; R. Croke, Lockheed; F. E. Ruhr, North American Aviation; Jerry Munsen, L. A. International Airport; A. Stead, Post Office Department; Walter Kibby, Superintendent of Air Mail Facility, L. A. International Airport.



8—Left to right: Pete Albert, FTL VP sales; Jack Slichter, ATA; Sanford Fades, Douglas; Dan McCarthy, Shulman; not known; Jerry Godbout, ATA; and M. G. Montgomery, WTC.

What does it mean? . . .

'Airfreight Specialist' Term Tests Tiger Minds for Definition

An airfreight specialist is one who specializes in the handling and shipping of airfreight.

If that sounds tautological, it is because defining an airfreight specialist in terse, straightforward terms is not an easy task.

There have been hundreds of illustrations, during the company's history showing how The Flying Tiger Line "can do" things in the airfreight field that other airlines can't do.

In search of brief and pointed definition of the airfreight specialist *Tigerreview* editors are appealing to company personnel to send along stories about incidents showing FTL serving the needs of the air-

freight industry where other carriers have failed.

Perhaps in this way the definition will emerge.

One such story originated in Cleveland recently when District Sales Manager Mel Licking, Terminal Manager Ray Laprocino, and Customer Service Representative Irene Clark put their heads together to solve a sticky problem for the Aluminum Company of America.

Licking said a 10,500 pound casting was consigned to a large combination carrier in Pittsburgh for shipment to the west coast. Since the carrier had no freight handling facilities in Pittsburgh the casting was trucked 130 miles to Cleveland for loading aboard a jet freighter.

On arrival at Cleveland Airport it was discovered the combination carrier's freight loading facilities were inadequate to handle a piece of freight so large.

The combination carrier then turned the shipment over to FTL on the authority of the consignee affiliated with ALCOA in Cleveland.

A quick study of the situation by Laprocino revealed that the piece would have to be placed on rebuilt skids to equalize the weight for floor loading requirements.

In a frantic search around the Cleveland area for a firm to build the new skids it was learned one week was the quickest anyone could get on the job.

"I knew the customer would never sit still for that," said Licking, "so we decided to telephone ALCOA in Pittsburgh and outline the problem."

It was quickly decided, Licking said, that ALCOA offices in Cleveland assign company carpenters to get over to the FTL terminal and build the required skidding.

"The shipment was delayed 24 hours," Licking said, "but the ALCOA people later complimented us on our frankness and concern for their shipment."



BIRDS OF A FEATHER. Cutting it up during the National Turkey Federation Convention are: Noel Bennion, of the Oregon Turkey Importers Association in the Indian headdress and FTL turkey egg chief John Edgar of San Francisco.

Display Debut At Turkey Convention

The Flying Tiger's turkey egg experts, John Edgar of San Francisco and George Lange of Chicago launched the company's new convention display kit at the 26th Annual National Turkey Federation Convention in Chicago late in February.

The portable, and highly flexible display, proved to be a point of interest at the convention, said Lange.

The Chicago display was rounded out with a banner from the 20th anniversary celebrations and a model CL-44.

The turkey egg program has been a highly successful venture and for the third straight year is headed up by Edgar who was named the company's salesman of the year for 1965.



INCHES TO SPARE. A quick glance at this huge air-conditioning unit says it can't be squeezed into the cargo hold of a CL-44 airfreighter but Ray Laprocino, Mel Licking and the Cleveland crew didn't

let appearances fool them. The unit was loaded with inches to spare and shipped to Los Angeles where a contractor picked it up 10 days earlier than he had originally hoped.

Expansion . . .

Seek Amendment To Pacific Route Case

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

Puccia On TV

Joe Puccia was the guest on an 80 minute Detroit radio program in early February. It was an unrehearsed interview and although Joe claims he was nervous, he didn't sound it and did a very good job of describing some of the highlights of the airfreight industry.

Tiger Revenues Set Records

Flying Tiger Line revenues reached an all-time high of \$6,074,000 in March, surpassing the previous high of \$6,002,500 set in December, 1965.

Domestic revenues for March exceeded the \$2,000,000 mark for the first time in the company's history while overseas charter and military contract revenues reached \$4,204,000.



MARKETING MEETING. Officials of Japan Express and FTL sales personnel held a marketing meeting in San Francisco recently. The visiting officials were given a tour of the SFO facility and were given a familiarization rundown on FTL Sea-Air handling. Left to right: Bill Campbell, assistant district sales manager SFO; Yoji Shimoda, FTL Osaka sales representative; A. Takase, Vice President, Japan Express; S. Morita, Assistant Manager, Japan Express; Mike Gurley, DSM, SFO; K. Miyouchi, KLM; Shoji Shimamoto, Shima Drayage, SFO; and Jim Pepper, FTL Sea-Air representative, SFO.

Panel stresses service . . .

Service Reliability Most Important Product Airfreight Company Offers Industry Shipper



WORKSHOP IN ACTION. Participating in a recent Cleveland Airfreight Workshop, left to right facing camera are: Mel Novy, traffic manager, Brush Instruments; Clem Braumeister, traffic manager, Cole National; Paul Finazzo, FTL director of airfreight sales; Leo Stevens, FTL assistant director airfreight sales; John Stepwith, traffic manager, American Greeting Card, and Peter T. Albert, FTL vice president sales.

Service reliability is the single most important requirement of the airfreight shipper, a panel of Cleveland's foremost users of airfreight told Flying Tiger officials meeting here in the first of a series of workshops planned by the airline to discuss problems and viewpoints of the airfreight customer.

Shippers from the automotive, machine tool, electronics, printing, rubber, instrument and machinery industries participated in the conference, which opened with a luncheon and continued throughout most of an afternoon in downtown Cleveland.

"Performance comes ahead of any other factor in the decision to use airfreight as compared to other means of transporting goods," top traffic officials declared.

Other conclusions drawn from the conference included:

Containerization is fine for some industries but there is a question of the usefulness of it to the automotive shipper. The reduction of extra handling of freight is highly important but containerization is not the entire answer.

Late Attraction

The attraction of surface traf-

fic to air rests primarily on the question of rates. "As you begin to equalize with surface costs, airfreight certainly becomes more important to look at," conference leaders declared.

Door-to-Door Rates

Door-to-door rates are most important to companies which do not operate their own trucking systems.

The concept of total cost of distribution is of great importance.

The ability of an airline to handle outside cargo is of real importance to many companies.

Flying Tiger's system for tracing freight is the best in the country. "You can get information quickly; you don't have to hang on the phone," were typical comments.

Service into the international airport of John F. Kennedy field at New York is of prime importance to the overseas shipper.

Vice President Peter T. Albert, who led a team of Tiger executives to the conference, outlined the airline's service expansion plans, including the company's new through service to the west coast, which was applauded by the shippers.

Cool under fire . . .

Foster Reminisces on Early Days Of Airline Prior To Departure For New Duty In Tokyo

Job responsibilities in the early days of The Flying Tiger Line left a lot to a man's imagination—and maybe that's one reason that the airline survived, Ralph Foster thinks.

"For example," said Foster recently, "I was in Long Beach a few days after hiring on with the company in January, 1946 when Bob Prescott gave me my first assignment.

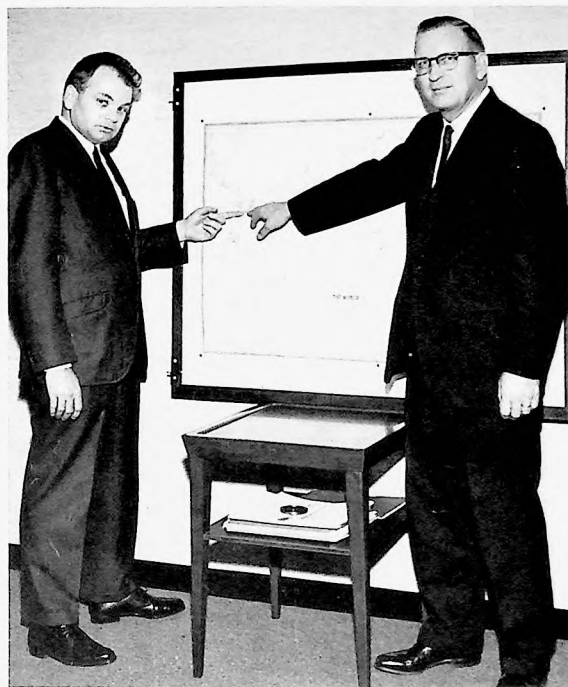
"He said, 'Foster, why don't you go to Chicago and do something there.'"

New Assignment

Foster, enroute to a new assignment in the Orient as Manager of Far Eastern Operations for the airline, reminisced about the early days during a brief stopover in Los Angeles. Continuing about that move to Chicago, he recalled:

"I arrived in Chicago and we rented a shanty near Midway Airport," Foster recalled. "I was the station manager, but we didn't have much to manage . . . and it was cold in that shack.

"We had no idea when an airplane was coming, and if it came when or where it was going. I don't think the pilots knew where they were going half the



TIGER VETERAN HEADS TOKYO OPERATION
... Paul Stokes and Ralph Foster

time," Foster said.

Speaking slowly and resolutely Foster recounted a tale that best illustrates his almost exaggerated quality of remaining cool under pressure.

Flare Dropped

"Eventually we moved into a hangar at Midway," he recalled. "We weren't there long when a mechanic carelessly dropped a flare under a Twin Beech airplane."

Short minutes later a message clacked into the receiver of the Flying Tiger teletype in Long Beach.

"This is Chicago. We are going off the circuit. The hangar is on fire."

This terse communique was sent by the imperturbable Foster as flames licked his office walls.

One Mistake

Recalling the condition of the hangar after the fire was brought under control, he said wryly:

"We made one mistake with that fire. We should have let 'er burn, because we worked in the charred remains of that hangar for a long time after that fire."

Except for a short stretch in Kansas City, Foster remained in Chicago for the Flying Tigers

until 1957. Then he moved to Detroit where he became manager of maintenance.

Foster, looking forward to his new position in the Orient claims his past with the Tigers has been rich in human experience and he looks forward for more of the same.

Rich Experiences

"In fact I've had a good many rich experiences with the Tigers," he said. "Some I'd like to forget and others we can't publish in a family journal."

Foster will move his family to Tokyo sometime this summer.

Meanwhile his duties there are considerably more defined than was his first assignment to Chicago.

The dope sheet issued by Joe Healy, vice president of ground operations says Foster's duties will include all line management and administrative responsibilities related to ground operations, flight operations and maintenance.

If you wish to be a success in the world, acquire a knowledge of Latin, a horse and money.

—SPANISH PROVERB.

Flying Pineapple, Strawberries Prove Gourmet Delight Overseas

In 1901 the idea of growing pineapple commercially in Hawaii was considered absurd.

In 1966, thanks to the air cargo industry, housewives in all parts of the world can express their culinary artistry using succulent tree ripened pineapple from the vast pineapple fields of Hawaii.

In April, the first plane-load shipment, about 65,000 lbs. of Hawaiian Pineapple and California produce left Los Angeles bound for tables in Stockholm, Helsinki, London, Frankfurt, Hamburg, Paris, Cologne and Copenhagen.

Joe Strock, an enterprising produce broker organized the shipment loaded aboard a Flying Tiger airfreighter to New York where it will be fanned out among several International carriers for the European distribution.

First Time Flown

Strock of Cal-Pine Products says it is the first time Pineapple has ever flown to Europe in quantity.

This is in sharp contrast to the sentiments of a Honolulu newspaper editorial printed in 1901 which had this to say about marketing pineapple:

"It is easy to theorize on making Hawaii rich by sending fruits and produce to the coast, but those who have tried have small patience with the theorizer . . . if pineapple paid, the vacant lands near town would be covered with them . . . Export on any great or profitable scale is out of the question."

If the youthful James Dole read the piece, he wasn't impressed. For years his products have been savored in a variety of ways in North American homes.

And now Strock, a former perishable produce expert with The Flying Tiger Line conceived the idea of airfreighting the delicacy to Europe.

"And delicacy is what it amounts to," says Strock. "Added shipping costs make it considerably more expensive than American housewives have to pay. But the Europeans treat Hawaiian pineapple as a gourmet item and are prepared to pay more."

Strock says European housewives will pay about \$2.50 each for the pineapple. Average price on the North American Continent is about 40 cents each.

Asparagus and Mushrooms

Included in the shipment are strawberries, asparagus and mushrooms grown in the irrigated agriculture valleys of central and southern California.

The strawberries and pineapple in this particular shipment were marketed on the strength of demands for festive desserts for Easter.

Picked in the morning, the strawberries are cooled and placed aboard the aircraft within 12 hours and arrive in the European retail markets in about 72 hours.

Spoilage is negligible, Strock claims.

Although airfreighting fresh produce to Europe is a relatively new concept, the United States Department of Agriculture Fruit and Vegetable Division has instituted a statistical tracking system to gauge the flow.

Figure To Double

In 1965, about 1,000,000 pounds of California fresh fruits and vegetables were flown to Europe. Produce spokesmen are guessing this figure will double in 1966 if the current pace is maintained.

Increased volume has already seen a reduction in airfreight rates, which now average about 35 cents a pound on perishables to Europe.

And as Strock points out, the European shipments contribute to the health of the California agriculture industry which is the state's number one revenue producer.

Strawberries contribute about 81 per cent of the total movement of produce flown, the U.S. Department of Agriculture says. Most of the volume goes to West Germany, largely for use in the baking trade.



PLANE-LOAD CONSOLIDATION. Joe Strock, right, of Cal-Pine distributors selects and organizes produce from Harry Kurata, center and Joe Jobu, left. Strock organized recent 65,000 pound load for distribution to European markets. Strock has lined up a program of FTL plane-loads of produce for Europe.

LETTER BOX

Mr. Peter T. Albert
Vice-President Sales
The Flying Tiger Line Inc.

Dear Pete:

1965 established all kinds of records in the airfreight business. Our records indicated that we paid The Flying Tiger Line \$583,371, which represents an increase of \$275,838, or 89.7% over 1964. (Our payments to all Domestic Airlines for 1965 were \$15,272,276.)

Through you we want to express our thanks to all of the people at Flying Tiger, particularly at the Stations, for the quality of service that we received throughout the year. We look for service improvements this year that will enable us to continue to grow and to pay Flying Tiger a steadily increasing share of that growth.

With all good wishes.

Sincerely,
Emery Air Freight Corporation
Peter J. Byrne
Vice-President Operations

THE FLYING TIGER LINE

7401 WORLD WAY WEST
LOS ANGELES INTERNATIONAL AIRPORT

Bulk Rate
U.S. POSTAGE
PAID
PERMIT No. 15341
LOS ANGELES, CALIF.



PINEAPPLE DELIGHT. Chef Carl Johanssen of the Airport Marina prepared an elaborate dessert delicacy to mark the first bulk flight of pineapples to his native Stockholm. Savoring the tasty dish are: Joe Strock, produce broker; Lars Carlsson, Swedish Vice-Consul; Chef Johanssen; Britt-Louise Patton, originally of Stockholm and Airport Marina Manager John Malloy.

TIGER TALK

PUBLISHED BY AND FOR EMPLOYEES OF THE FLYING TIGER LINE

NUMBER 9

MARCH-APRIL, 1966

SCHOLARSHIPS LAUNCHED



COLLEGE BOUND. Smiles of gratitude warmed the room at Los Angeles Airport Marina Hotel recently after the four young people were awarded four-year college scholarships by Flying Tiger President

R. W. Prescott. Left to right: Paul Buskey, Lynn Maruyama, Mr. Prescott, Paula Ann Rice and Jim Shepard. The smiles replaced the pre-award frowns of apprehension.

Plan Designed to Aid Children of Employees in College Careers

Four young Americans were assured of a college education at a mid-April ceremony because a group of not so youthful Americans had an idea and made it work.

The idea was a scholarship program for sons and daughters of Flying Tiger employees, but nobody in the airline will take credit for originating it.

It became apparent at the awards night dinner that Bob Prescott, Howard Jones, Ellen Warner Toney and Tom Hall and others on the Industrial Relations crew were responsible for putting the plan together.

The awards consist of \$1,000 each, spread over four years. Recipients were: Paul Douglas Buskey, 18, Redding, Conn.; Lynn Maruyama, 18, Los Angeles; James Brian Shepard, 18, Los Angeles; and Paula Ann Rice, 18, Hamilton, Mass.

Originally, the FTL scholarship program was set up to make two awards but before the final decisions were made it was expanded to four.

Buskey, a senior at Barlow High School, Redding, is the son of Captain Paul Buskey, a 15 year pilot with FTL. Paul, Jr. is planning a Liberal Arts University program.

A senior at J.H.F. Polytechnic High School in Sun Valley, California, Shepard is the son of Jack Shepard of General Accounting LAX. Jim will start his college career in pre-medicine.

Lynn Maruyama is the daughter of George Maruyama, a supervisor in quality control at LAX. George has been with FTL for 20 years. His daughter is a senior at Dorsey High School, Los Angeles and leans toward science.

Paula Ann Rice is the daughter of Ernest Rice, Jr., an FTL flight engineer for the past five years. She is a senior at Hamil-

ton-Wenham Regional High School, Hamilton, Mass. She plans to polish her artistic talents at college.

The program is open to all sons and daughters, including adopted children of FTL employees who have been with the company at least two years prior to the date of the scholarship application. Children of officers and directors of the company are not eligible.

The award winners are selected by an independent Scholarship Selection Committee which evaluates the candidates on the basis of: record of scholastic and extra-curricular activities in high school; character as revealed by seriousness of purpose, initiative, moral standards and personality and scores received on tests given by the College Entrance Examination Board.

On the selection committee this year were: Rex Muger, of the Boy Scouts of America; Dr. Edward Glaser, Industrial Psychologist and Russell Quisenberry, newspaper publisher.

All applications were reviewed and the finalists and their parents were flown to Los Angeles where the candidates spent a day-long round of interviews in groups and individually with the selection committee.

Scholarship application forms and literature outlining complete details are available by calling or writing The Flying Tiger Line, Industrial Relations Department, 7401 World Way West, Los Angeles International Airport.

Veteran Dies

CHARLES "CHUCK" STALEY, Station Manager at Seattle since it opened in 1952, died very suddenly from pneumonia on March 18th. He was a native of Michigan, and worked for Slick before joining FTL.

New York . . .

Sales Office Now Fully Integrated

The New York sales office of The Flying Tiger Line is now fully integrated to the point where any member of the staff can talk to any customer on the full range of services from: charters, sea-air, air-sea and common carriage.

The integration came about when Vern Gray and George Craig, who were handling charters in the area moved into Brian Hayhoe's 42nd Street office providing the talent and abilities for the full range of service.

Personnel in the office also includes: James Correa, Julian Mateson, John Riccardi, Marie Claunch and Maureen Daly.

Wheeler Shows Heels To Golfers

Noah Wheeler of the accessory shop, shot a trim 74 on the Fox Hills Golf Course April 17 to take low gross honors in The Flying Tiger Line Golf Group Spring Tournament.

Low net was posted by A. Jensen of cost accounting who shot a 93 with a 27 handicap giving him a net 66.

The tournament attracted 45 FTL employees and 25 guests.

Earl Berbrick of flight training, the driving force behind the organization of the FTL golf group, reminds all golfers in the system that a tentative July 2nd date has been set for the next tournament at Torrey Pines Inn at La Jolla.

He also says plans are shaping up for the fall tournament at Las Vegas.

In the Fox Hills Tournament Pilot T. Grider won the championship flight with a net 70 followed by Len Kimball, VP public relations and E. Carey.

Second flight honors went to H. Whitney with a net 67; L. Ignasiak, 69; and Tom Grace with 70. In the third flight Bob Vickery was the winner with a net 66; Howard Jones second with 67 and Joe Baker with 71.

A lady golfer, F. Milligan, turned in the best score among the guests. She shot a gross 89 and wound up with a net 64 with her 25 handicap.

Valley Dwellers Roam to New Tiger Home

By ERV BIELANSKI

"... For I decided that I'll never more roam,
And make that San Fernando Valley, my home."

Back in the '40's when the tune, *San Fernando Valley* was popular on *Your Hit Parade*, none of today's Tigers could have felt any significance in its lyrics. They merely regarded its melodious meaning with the same intent as did the songwriter, when he wrote of a vagabond, in search of a haven from his wanderings, and found it in the San Fernando Valley of California.

40-mile Jaunt

Like the vagabond in the song, today's Tigers are confronted with a reverse situation. They are in fact, faced with leaving the San Fernando Valley, their home, not to a life of wandering, but to a closer location at LAXGO. The distance that separates the Valleyites from their offices and shops approximates 40 miles. The Valley dwellers comprised the major BUR employe roll for twenty years, but now they must decide to either move, or commute.

The decision was created by the recent relocation of FTL's World Headquarters to Los Angeles International Airport, from Burbank in the San Fernando Valley. When the news of the intended relocation was announced in 1964, many Tigers made plans on leaving the Valley. By the end of 1965, the moves reached *Exodus* proportions. Others however, undecided and remaining, awaiting an opportunity to execute a move, are today's Tiger commuters.

Veteran commuters Jim Parker and Doug Smith relate their commuting experience. They, among a few others, were the early commuters to Burbank from areas widely scattered in Southern California. Their experiences may prove beneficial.

Leave Earlier

Says Jim Parker, Credit Manager, "I didn't ever mind the long drive, providing the freeway wasn't too badly jammed. To overcome that, I left my house earlier each day, to avoid the rush, and to gain knowledge of the freeway itself." Finally, Jim just shrugged and smiled, "I get here on time." Jim Parker is a freeway tested resident of La Habra, but the FT HQ move denuded him of freeway use since it no longer serves him any



FAREWELL TO VALLEY. After 19 years in the blistering heat of the San Fernando Valley, The Flying Tiger Line returned to the land of the cool ocean breezes. Here Bill Rowland, Global Van Lines;

L. Newton, FTL; Al Cormier, FTL; Joe Baker, FTL; and a friendly Burbank neighbor place a symbolic lock on the gate at the Lockheed Air Terminal after closing it for the last time.

advantage. He now plies the streets and boulevards, but not in freeway fashion.

Ribbon of Concrete

If ever a wide ribbon of concrete was personified so eloquently, Doug Smith, Supervisor, Operations Control, created it. "Each freeway has its own personality," he stated, giving it an air of dignity. "Know your freeway," he admonished, qualifying his statement, adding that "alternate routes are important, and knowledge of these locations benefit the freeway user." Accidents interrupt the flow of traffic thereby causing delays to the commuter. Describing his experiences as a commuter, Doug remarked on speeds. "Often, 75 mph, with frequent lane changes, to avoid the traps that beset traffic in rush hours were necessary. Still, it took anywhere between 55 minutes to one and one-half hours to get to the office," he said.

No Change

Yorba Linda, in Orange County is Doug Smith's home, and he says that, "the distance hasn't

really changed for me since I drove to Burbank." Geographically correct, he's considering a move closer to G.O.

Freeway Frolickers

Among other "freeway frolickers" are the former Burbank station people that transplanted the station to "LAX," three years before LAXGO. Terminal Manager, Ed Trott, a resident of Granada Hills in the Valley says, "I like the Valley, with its warm days and cool nights and wouldn't care to move from here." Bill White, Chief Operations Supervisor offered similar views. Other Valleyites at LAX include Holden Brooks, Al Kelly, Bill & Buz Ressel, Cleo Brown, Ray Metcalf and Chuck Williams. Richard "Ray" Metcalf, a motorcyclist, is unperturbed about freeway commuting. He merely "guns" his bike between lanes, dodging traffic with the ease of a veteran commuter.

System A Boon

The freeway system, a boon to the Southern Californian, stretches its wide lanes to most

communities. The influx of population, which has become so commonplace, overcrowds these traffic arteries to the point that allows a pace of the proverbial snail. Weather prevails upon the temper and conduct of traffic which often binds a strangle on the myriad number of cars along the route.

Arrange for Bus

Realizing the plight of the ex-BURGOS, the Administrative Employees Committee, under its chairman, Lou Alvarez, sought and found a charter bus system for the Valley stalwarts and those who possessed no car pool outlets.

Chuck Snoke, Manager of Employment rides this bus daily from his Valley home. Chuck's relocation is hindered by his children's school attendance. He is contemplating a move, however.

Prefers Comfort

Stepping off the bus at the front entrance of the new World Headquarters of FTL was Harold "Robbie" Robinson, Chief Crew Controller, followed by

many veterans of the Line. "I prefer to ride in comfort," Robbie said in answer to a car pool question. And Robbie like others who own property in the Valley, shun relocation for financial reasons. Owning large shares of equity in their homes and properties, these Valleyites prefer commuting.

Enough Driving

Frank Smith, Assistant Manager, Revenue Accounting, shares a similar belief. "Now, somebody else has the responsibility," he said, indicating that he's had his "fill" of driving to and from work. And Frank may be right. For to visualize an unending stream of automobile humanity along the freeway system, might influence anyone in favor of a method such as realized by the Administrative Employees Committee.

Meanwhile, back on the freeway, Larry Ignasiak, Purchasing Manager, with car pool members, Manny Marquez, Manager, Cost Accounting, and Dick Yung, Manager, Data Processing keep pace with Al Sachs, Asst. to V.P. *Maintenance and Flight Operations*. Larry drives a Continental and Al gears up and down in his Volkswagen.

Enjoys Climate

Cordell "Buck" Buchanan, a twenty-year Tiger and Foreman of Engine Shop Facilities enjoys the climate of the San Fernando Valley so much that he prefers to remain. Buck says, "I like the warm, dry air of the Valley, and prefer it to the seashore climate. I hesitate to say that I entirely enjoy the 110 degree weather that we often get in the Valley, but I just don't care for the damp weather along the seashore." Chief Aircraft Planner, Elvin Taylor voiced the same opinion.

America on The Move

The Tiger commuters form a small facet of the vast cross section of America on the move. Commuting may be here to stay. But with all of its ramifications, the early rising, the alternate routes, the battle along the freeways, etc., is it really worth the effort? Would nit not be better to relocate after all?

The vagabond in *San Fernando Valley* found his haven twenty years ago, but will the Valleyites of today, the commuters, cling to the Valley haven twenty years hence? Ask the commuter.

More than meets the eye . . .

Terminal Managers Study Duties, Responsibilities, Plan Detailed Programs For Growing Industry

Managing a terminal is easier said than done.

This becomes apparent by no more than a cursory look at the agenda for one of their meetings.

Flying Tiger Line Station and terminal managers held a six-day pow-wow with home office ground operations personnel and

a team of consultants to discuss a variety of topics keyed to two themes — management development and departmental programs for 1966.

A lengthy agenda of topics was discussed during the six-day session including the areas of: defining job duties,; responsi-

bilities, authority; restrictions, relationships and measurements.

Within the area of job duties the terminal managers found such things as: landlord for the terminal and tenant, liaison with local draymen, staffing and rescheduling personnel, liaison with charter parties, liaison with local draymen, staffing and sales calls and discussions with shippers regarding skidding and packaging, planning local operations, coordinating station activities, exercising cost controls, administrative duties, liaison with unions and review and evaluation of operational activities.

Equally comprehensive discussion took place in the areas of responsibility, authority, relationships, measurements and principal problems.

Special emphasis and time was devoted this year to the subjects of interviewing techniques and employe orientation because of the current labor market shortage of qualified personnel.

The March 21 to 26 meeting held at Torrey Pines Inn picked up where the 1965 meeting finished, discussing the manager's six-point program which include the functions of coordination, planning, organization, staffing, control and direction.

Prior to the meeting the managers had prepared papers reviewing the activities and the principal problems encountered during the year. (Most of the problems relate directly to the vast increase in revenue tonnage which FTL experienced during 1965). Areas discussed in depth were: personnel, facilities, equipment, services, communications, vendor support, outside services, cost control and volume trends.

This material formed the basis for workshop sessions which provided the means to interchange ideas, concepts and information for the purpose of establishing a sound basis from which direction may be taken to solve these problems in 1966.

Attending the meeting were: Joe Healy, vice president of ground operations; Paul Stokes, manager of freight operations; Don Therasse, manager of contract operations; Art Ives, assistant to VP ground operations; Howard Jones, industrial relations director; Andy Cronin, industrial relations; Bruce Gordon and Dick Barthold of Greening and Associates; and Zec Pique, management consultant.



MANAGERS HUDDLE. Terminal managers met recently at Torrey Pines Inn to discuss management problems. Left to right are: Ivan Towler, SFI; Jerry Nimtz, ORD; Bruce Gordon, management consultant; Pete Healy, EWV; and Ed Troit, LAX.

Beats boredom . . .

Classy Bowling Average Brings Ella A Houseful of Trophies

A strong bowling average isn't Ella Berry's idea of a satisfactory substitute for a travelling husband, but it beats sitting home alone.

Ella, who has won more bowling trophies in the past four years than she knows what to do with said she took up bowling when her husband Simon was retained by Ray Charles to fly the musicians around the country to their various assignments.

She recently joined the Flying Tigers as a general clerk in the personnel office and is more deeply involved in bowling than ever.

"My husband's interest is flying—so I go along with that, and my interest is bowling—so he goes along with that," she says.

Ella owns a 162 bowling average, and recently competed in a Los Angeles city tournament. She suffered from a blistered thumb in the L.A. tournament but is confident she will make a better showing in the State Championships at Oakland, June 25 and 26.

Her biggest victory to date was the championship in the roll-offs of a TWA league in



ELLA BERRY . . . bowls 'em over.

which she was participating as a guest. Over the years she has won a number of league championships in a variety of places she has lived and worked in the United States.

Born in Texas, she went to school in Oklahoma and was married when she was 16. Since that time she has accumulated about 10 years business experience.

She is currently league secretary for I. Magnin's Department Store League. Ella was a receptionist at Magnin's before joining FTL.

"Most of the bowlers in that league are beginners," she said, "so I look pretty good."

TIGER PROFILE



EDDIE HOLOHAN

Eddie Holohan has been around.

His career has taken him to a variety of jobs in many parts of the world. Currently, he is Public Affairs Director for The Flying Tiger Line and doubles as president of the North Hollywood Chamber of Commerce, in his second term.

Stu Oreck, staff writer for the San Fernando Valley Times, recently put together a feature based on an interview in the 52-year-old Holohan's chamber of office. The article is reprinted here.

NORTH HOLLYWOOD—Eddie Holohan, the 52-year-old Flying Tiger Airlines executive who currently is serving his second term as president of the North Hollywood Chamber of Commerce, has worn many a "hat" in his day.

His career reads like a travelogue. It began in Rochester, N.Y., and today "rests" with being director of public affairs for an airline which will gross from \$75 to \$85 million in 1966.

Mixed in during the years since 1930, when he first left New York for Florida, are many years of study on all phases of aviation. On the way to California he held such posts as chief of aviation for the government of Puerto Rico and the adviser on aeronautical matters to the governor of the Virgin Islands in 1951.

World War II found this talented man training combat fighter pilots and instructors on Aerobatics. Eddie learned his flying in a bi-plane (World War I variety), starting in 1935. By 1938 he had his commercial pilot's license and in 1941 he received his instructor's rating.

Holohan taught night avia-

tion classes for written tests, while working at the Sunny-South Airport in Miami. It was at Sunny-South that he met some of the world's finest fliers—Romania's Alex Papan, Pete Brooks, Al Williams, and Jimmy Doolittle from the United States and international spy figure Laura Engels, later arrested by the U. S. as a Nazi agent, who had been dropping propaganda leaflets over the country.

After the Japanese surrender in 1945, Eddie turned once more to civilian aviation for his future. He helped organize and manage two airlines operating out of the Eastern United States with both passenger and freight service.

In 1947, Holohan took his first post with the Puerto Rican government, assistant to the chief of aviation. Nine months later he had taken over the top post.

After four years in Puerto Rico, he decided to build a home in Miami and return to the States as assistant secretary of commerce in the administration of Harry S. Truman. It was during a three to four-week layover between posts that Holohan decided to turn down the government job for a position with Flying Tigers.

A courtesy call on attorney Norman Meyers in Washington, D.C., led him to a cross-country flight to Burbank and a conference with Tiger executive Bob Prescott, one of the original "Flying Tigers." Holohan has been with the firm ever since.

The Holohans, including his wife, Micki, and son, Edmund, who attends Pierce College in Woodland Hills, moved to California and Granada Hills in 1956.

Eddie's first association with community service came in 1956 with the North Hollywood Kiwanis and then came the Chamber.

"Frank T. Hennessey, local attorney, first approached me for Kiwanis," Holohan said. "Russell Quisenberry and Frank Dana have guided me along to greater activity in the chamber."

Holohan's basic philosophy is: "I don't believe you can become everything to everyone—so that you become nothing to yourself."

Many people might take exception to Holohan's execution of his own philosophy when they realize just how many extra hours a day he spends on the San Diego Freeway between his office in the Tiger's \$1.5 million building at the airport in Inglewood and the chamber's office.

LAX LOG

Lots of people establish scholarship funds—but very few have a fund unexpectedly established in their name. Meet Maintenance Foreman "BUCK" BUCHANAN, of the CORDELL BUCHANAN SCHOLARSHIP FUND set up by the P. T. A. of the Hesby School just because Buck has done so much for the School District and the Boy Scouts in Encino. It's a rare compliment, and one of which he can be justly proud.

WARREN DAVIS of Rates & Tariffs, commutes daily from Pasadena to LAX, and seems to enjoy it. However, he varied his route one morning. It seems he couldn't resist a flight on the new Douglas DC-9, so he hopped an early morning flight to Las Vegas, made a fast turn-around, and arrived at work a little bit late. He says he was curious about the plane—but it could be he had reached the stage where he couldn't tell a freeway from a runway!

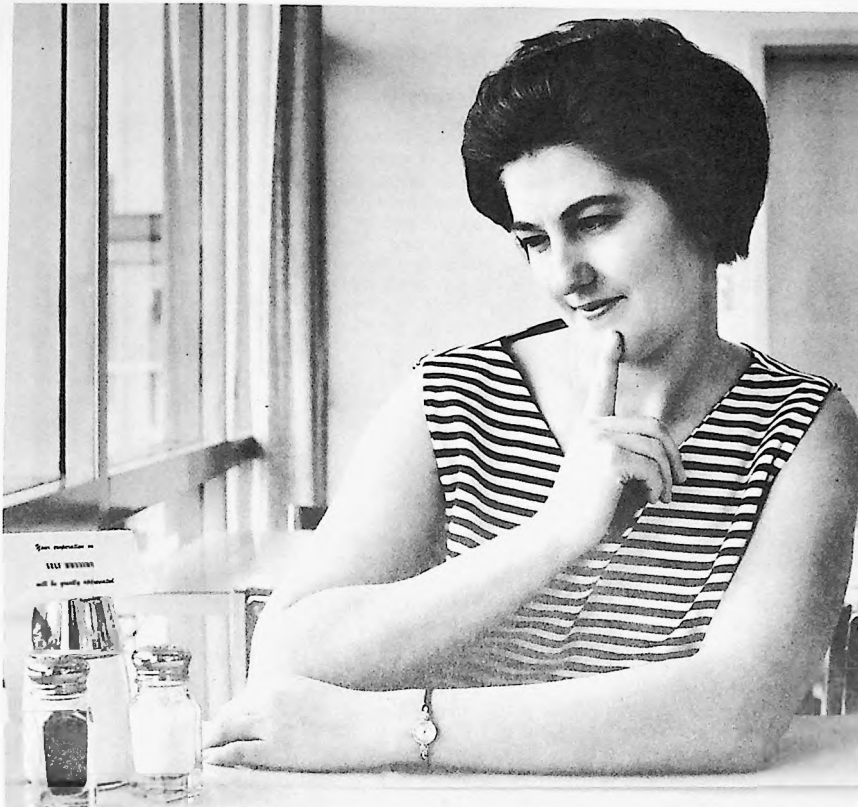
LENORE ORLANDO, Secretary to Howard Jones, wants everyone to know that an albacore fishing charter has been arranged for Saturday, August 6th. It should be a lot of fun and sun and fishing and sun, and anyone who likes deep sea fishing should get in touch with her SAP for further details.

CLAIRE WILLIAMSON used to work for us in BUR as a PBX Operator. Now that we've moved, she's come back to FTL as a Clerk in Revenue Accounting. It's like the man says—"Stay with FTL for three years and you're hooked!"

FRANCES KASSING, Secretary in Ops Control, is spending her vacation getting settled in her new condominium home. It's odd, but when she was at BUR she lived so close she could go home for lunch. Here, she's nine miles away, and has to eat with all the rest of us.

KAY FISCHBEIN, Secretary in Contract Sales, spent her vacation in the heat of Palm Springs. She didn't mind, though because she likes hot weather and had already acquired a nice deep tan.

DICK YUNG is having the time of his life. Panic time, that is. The move from BUR and the resulting resignations threw him away off schedule. Watching him is like watching the jack rabbits in the fields across from



SELF WHAT? Edna Gales of Industrial Relations, LAX is understandably nonplussed at the directive printed on the little signs on the cafeteria tables.

She's right when she says, "you can take a bus, buss a beau, receive a buss, and call a busboy, but self-bussing—that's ridiculous."

our new headquarters—they really jump around and so does he!

It's amusing to hear people describe the quickest routes they've found from the Valley or whatever it might be to World Way West. Some take devious and complicated shortcuts. Others take the freeway for a while, get off on surface streets, then back on the freeway, and wind up making just as good time as the driver who sticks to a straight routine. Each swears by his route, and no one could convince him there's a shorter way to work. Me? I take the bus and leave the driving to someone else.

SHEILA McCANN of Ground Ops, retired to have an off-spring, and MARY JANE MARTIN has replaced her as secretary to Tom Grace. Mary Jane is from Poenix, Arizona, and evidently because she's accustomed to heat, she's living in the Valley and riding as a bus commuter to work. Welcome aboard, Mary Jane. Both ways!

A bunch of the boys, including MONTY TRETT, ANDY CHAMBERS, JACK BLISS,

DICK BENTLEY, J. P. GOLD-SMITH and VERN MAYS, all crew members flying our CL-44s, 707s or 1049Hs, have turned weekend sailors. They've bought cruisers and/or sail boats, and get together for their own regattas. Anyone ever get seasick?

ELMER COTE, Flight Ops Engineer, bought a '46 Ercoupe (a 2-seater plane) and commutes between Los Angeles and San Francisco each weekend. When school is out, his family will move here—but in the meantime that's a fancy way to go home!

SYLVIA SANCHEZ of Payroll took the big leap and married RICHARD BOJORQUEZ on February 19th. It was a beautiful wedding, and she has the pictures to prove it. Much happiness, Sylvia.

LILY YIM, Secretary in Ops Control, went to lunch at the Airport Marina the other day. When she ordered a drink, they asked to see her identification. The hysterical part is that although Lily truly doesn't look 21, she has four children, and unless she was a child bride, she just HAS to be of age.

DETROIT

By Loraine Eagle

It looks as though DTW's bowling team will finish in fourth place. That's not bad for the first season. The league consists of 16 airport teams. DTW's team includes Len Angebrandt, Ed Szabla, Roger Ogdia, Lou Malvitz and Jerry Begeman.

DTW has collected over 100 lbs. of soap, gum, toys, tooth paste, etc., for the Tom Dooley Foundation. These articles will be added to kits made by Boy Scouts, Girl Scouts and church groups, then sent to orphanages in Vietnam.

We wish Ralph Foster much success in his new position and his move to Japan. He'll be missed by all of us. Ernie Boyer is the new Maintenance Foreman at DTW.

Lou Rassler has purchased a fully equipped camper so the Rassler family is planning some enjoyable weekends this summer.

Paul Finazzo presented yours truly with a 10-year plaque and locket. It's been an educational, interesting and enjoyable 10 years.

Lou Malvitz spent his vacation in Florida during which he attended the Daytona "500."

Your Credit Union — Color It Green

One quarter of a million dollars worth of green.

That is the current sum available for loans to Flying Tiger employes or immediate family members.

Besides high interest paid on savings (5½ per cent last year), Flying Tiger Employes Federal Credit Union lends at very low interest rates and offers free loan insurance—an extra expense item to borrowers from finance companies.

Borrowing money is one situation where it is not worthwhile to find it faster in the yellow pages. Nine full telephone pages list money lending sources, not one quotes interest. And why should they—it's good advertising to de-emphasize the bad points of a product.

For example, if you borrow from a small loan company you can and probably will be charged 3 per cent per month on the first \$50 you borrow and 2½ per cent on any amount between \$50 and \$300. The interest on a loan of \$100 paid in 12 equal instalments is \$19.76. Credit Union interest would only be \$6.50 on the same loan.

On a \$500 loan paid in 12 equal instalments, interest would cost not less than \$87.08 at a finance company. Credit Union interest for the same loan would cost \$32.50.

The Credit Union staff will be pleased to answer your membership or loan information questions between the hours of 7:00 to 1:00 and 2:00 to 4:30, Monday through Friday.

Call extension 3084 or visit the Credit Union office adjacent to the cafeteria outside of building in the west driveway.

This is the first in a series of consumer interest articles which will appear regularly in the Tiger Talk section of the Tigereview.

The Educational Committee,
Flying Tiger Employes Federal Credit Union.



SCOUTING THE LEAR JET. The Cub Pack from St. Martin's Parish School, Canoga Park, were given a tour of the new FTL facility by their leader, System Chief Pilot Jack Martin. Part of the group took an interest in the Lear Jet and are shown with Martin in the cockpit. left to right: Robert Martin (son of Jack), Garth Young, Tony Fernandes and Jon Ellis.



GRATEFUL GROUP. About 100 Korean orphans who have found American foster parents used the FTL cafeteria LAX to put on a birthday party celebrating their arrival in America aboard Tiger aircraft. The children decided to reverse the normal procedure and instead of receiving gifts they gave them to their brothers and sisters who were left behind in the orphanage at Seoul.

TIGER FLASHBACK



Yeminite Airlift

The 20-year history of The Flying Tiger Line is a story so rich in adventure and human experience that naming any one episode as "the most unique" is virtually impossible.

For sheer drama, however, the Yemenite migration of 1948 and 1949 ranks high among the company's list of "interesting" charter contracts.

The recent move from Burbank to Los Angeles International Airport brought this unusual airlift into focus for Leon Johnson, of material control, who was on the scene in Tel Aviv on ground operations.

Paper Found

Johnson, who moved into a new home to coincide with the company's move, was going through his file of expendable material when he discovered a Nov. 8, 1949 copy of the *Palestine Post* which told the story of the transfer of the Yemenite Jews to Israel.

It was one he purchased at Tel Aviv at the time.

At that time the *Post* said:

"The entire Jewish population of the Yemen is being transferred to Israel in a gigantic operation which began three weeks ago. It represents 'the liquidation of one of the oldest Jewish communities,' Mr. David Ben Gurion, the Prime Minister, told the Knesset today.

Return Exiles

"We are using every means available to speed the return of these exiles to Israel in the shortest possible time."

The Prime Minister pointed out that immigration was a form of life-saving, adding that he was certain all citizens who knew the difficult condition of those Jews and could picture themselves in that bitter exile would welcome the difficult task posed by their absorption."

When the State of Israel was established in 1948, it fulfilled the historic promise that the Jews of the world would finally have a home.

In Yemen, a peninsula in Arabia, about 50,000 Jews had been held in virtual bondage by the Imam since biblical times. Their mode of life was a primitive serfdom—some still resided in caves.

Airlift From Bondage

It fell on the Flying Tigers to airlift them from their bondage following the diplomatic intrigue that made possible their release.

A special operating company of Flying Tiger C-54s was set up by Bob Prescott, and Fred Benninger. It was named Near East Transport.

The Yemenites, who knew nothing of western civilization, proved to be docile passengers on their 1,600 mile flight over the

Red Sea to Israel.

The remarkable composure of the passengers was later attributed to a biblical passage which had promised deliverance to the Yemenites more than 2,000 years ago.

"But they that wait upon the Lord shall renew their strength; they shall mount up with wings as eagles."

Johnston was a front row spectator at one of the most dramatic of all migrations.

The historic newspaper account will be preserved in the files of the public relations department.

Pass A Must On Tiger Flights

The Industrial Relations Department reminds any employe planning to travel on company aircraft that they must have a Flying Tiger pass.

This includes all children being carried in arms, the department says.

In a bulletin issued recently Industrial Relations says the fact that a baby may be carried by its parent and held in transit does not eliminate the necessity for the child being listed on the pass and company records.

Nicholas to Newark . . .

Personnel Switches Announced In Rapidly Growing FTL System

Robert H. Nicholas, a sixteen-year veteran of the Flying Tiger has been appointed District Sales Manager of the company's Newark, New Jersey office, Peter T. Albert, vice president of sales announced.

Nicholas moves up after four years as assistant DSM at Newark. He is a former DSM at the Binghamton, New York office.

Nicholas, taking over the job vacated by Buck Wolworth, spent his first five years in the Tiger organization in Ground Operations Department.

Wolworth joined ABC Airfreight in New York following his resignation from FTL.

In the treasury division, Dwight D. Christy, Jr. has been appointed assistant to O. R. Burghardt, secretary and assistant treasurer.

Burghardt said his duties will include the handling of various financial matters, both of a routine and special nature. Christy will also be in charge of insurance matters, previously handled by A. W. Underdown.

Ed Pinke, vice president of operations and maintenance announced the appointment of Al Sachs as assistant in the department.

Pinke said his duties will include: administration and negotiation of fuel and oil contracts,

continuous analysis of fuel purchases to assure efficient and economical use of fuel and to analyze aircraft operations and maintenance functions and make recommendations for improvements where necessary.

In addition Sachs will perform cost studies of present and future operations as directed and investigate problems as they arise in the operations and maintenance division and propose improvements to the vice president.

Robert L. Foley has been appointed terminal manager at Binghamton, Paul Stokes, manager of freight operations announced.

Foley has been at the San Francisco station for the past six years and replaces James Fiori who recently announced his resignation in Binghamton.

Hart Dies At 60

JOHN HART, 60 years old, a native of Glasgow, Scotland, died on March 12th of emphysema. He worked for FTL in Revenue Accounting for eight years, coming to us from Slick Airways.

Lose One, Gain Two?

CAROL TOW, Clerk in Flight Ops, has replaced PAMELA TROTTE, who reported back for stewardess duty. So, we gained one employe and didn't lose the other.

Pre-Planning Secret to Moving Airline

Joe Baker may be the author of the definitive textbook on How to Move an Airline.

Publication of the lengthy tome began December 27, 1965 when a memorandum was circulated requesting the presence of several of the Flying Tiger executives in the Burbank conference room to discuss the move into the new administration and maintenance headquarters at Los Angeles International Airport.

It was on that day Joe Baker was assigned to coordinate the move and act as liaison man between Owl Constructors and the sub-contractor Global Van Lines.

Baker, a 20-year veteran of the company, is assistant to the vice president of maintenance and engineering for the Tigers.

First Chapter

The first chapter of his book was a four page tentative move schedule which he distributed to "all concerned." He affixed the original into a large looseleaf binder marked Move Manual.

From that day on the manual grew like Topsy with each day's addition of notes and memos which flew between Baker's office, the movers, and the Flying Tiger department heads.

The original schedule called for the move to begin on February 11 and be complete on

March 1st with the Burbank facility cleaned up and ready for a new tenant.

"Thanks to the fine cooperation of the different department heads, and the excellent cooperation of Bill Rowland, Global vice president, and Art Shelton of Owl Constructors sales," said Baker, "we were completely moved by February 23."

The first phase was scheduled for 4 p.m., Friday, February 11.

With all the flourish of a military logistics brigade Baker, Al Cormier, Bill Margrave, Howard Smith along with the Global and Owl crews attacked the gigantic task.

Late Work

Working late into the night Friday and most of Saturday and Sunday, a large part of the Burbank Flying Tiger installation was dismantled, loaded, trundled 35 miles across the Santa Monica Mountains and installed in the company's new \$4,500,000 facility at Los Angeles International Airport.

By Monday morning, the administration offices, accessory and machine shop departments were sufficiently put back together in their new location so the "business as usual" signs could be hung out without apology.

Parts Handling

One of the most intricate parts

of this move, said Baker, was the manner in which the countless thousands of minute airplane parts were handled.

A system was devised, based on the requirements laid down by Howard Smith, manager of material, to place all the small parts boxes in plastic bags and pack them in huge containers eight by eight by eight.

The parts were packed by number and unloaded on to specially constructed pre-numbered shelves in the new hangar.

The plastic bags were insurance against an insoluble snarl in the event one of the huge containers was handled upside down or got tipped over in transit.

No Interruptions

Baker proudly points out that aircraft maintenance was carried on without a hitch and there were no interruptions in flight schedules during the move.

"Our parts packing system proved flawless," said Baker. "At all times we knew where every part was . . . whether it was still in Burbank, on the shelf at LAX, or half way in between on a Global truck."

Baker said that without the valuable cooperation and precise planning of Smith this phase of the operation could have been troublesome.

Another phase of the move which caused some apprehensive brow furrowing was the removal and installation of the highly complex IBM section.

Combined Effort

Again pre-planning strategy with the combined efforts of architects, engineers, Dick Yung, manager of tabulating, and Baker paid off.

The IBM machines were installed, hooked up to pre-determined outlets and in working order by Saturday night, February 12.

Throughout the move, Baker and Cormier supervised the loading in Burbank while Margrave and Smith were at the new facility at Los Angeles to guide the installation of machinery, equipment, parts and furniture.

Relocation Complete

The move marks the completion of the Flying Tiger relocation from its 19-year home at the Lockheed Air Terminal in Burbank to its new facility.

First phase of the uprooting began in January, 1964 when a

new cargo terminal was occupied at 5720 Avion Way by flight and ground operations and sales personnel.

In the interests of accuracy it must be pointed out that some bugs remain to be ironed out by personnel getting settled down in their new surroundings. These however were not as numerous as Baker and his aides had anticipated.

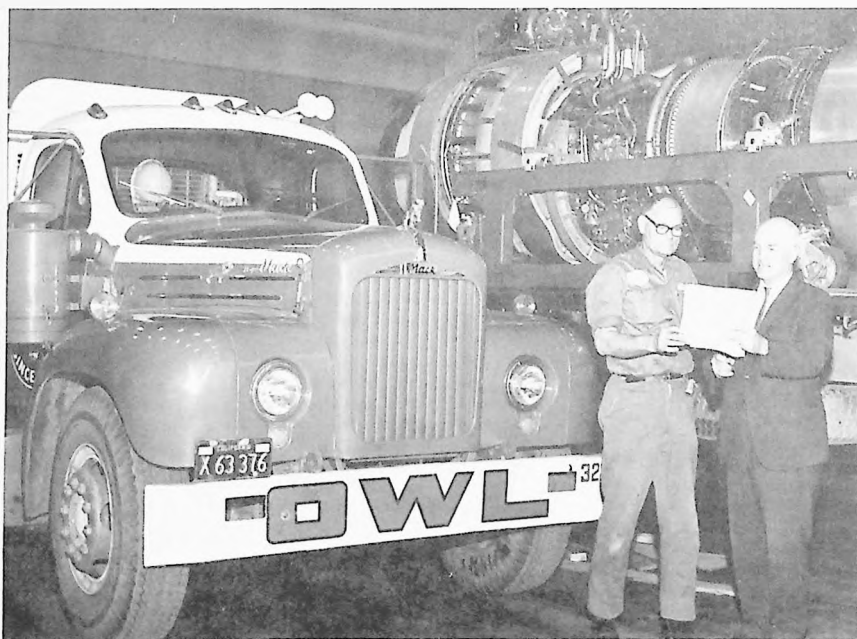
A further testimony to the effectiveness of their pre-planning program.

Damage Slight

The only evidence of damage in the entire operation were two broken glass desk tops and one cracked window in one of the new offices where a Global man got a desk leg snarled coming through a narrow door.

Baker's moving manual, which has grown from its original four pages to well over 500 now rests on a shelf behind his desk in the new hangar.

It's a safe guess to say that secretly, he hopes his vast fund of information remains a closed book.



MOVE STRATEGY. Joe Baker, right, gives last minute briefing to Owl Constructors driver in preparation for heavy equipment move of FTL from

Burbank to new base at Los Angeles International Airport. Pin-point pre-planning contributed to smooth operation at both ends.



MOVING PARTS. One of the trickiest parts of the move was keeping track of the hundreds of thousands of small aircraft parts. Maintenance schedules ran uninterrupted and the whereabouts of all parts was known throughout the move by placing all the parts in catalogued pallets.