



TIGER REVIEW

OFFICIAL PUBLICATION OF THE FLYING TIGER LINE, LOS ANGELES, CALIF.



... Gas Turbine weighing 38,000 pounds
loading at Boston,
bound for Puerto Rico

BLOCKED SPACE AUTHORITY SET

NEW
TIGER
EXCLUSIVE

Supreme Court
Upholds CAB

A controversy spanning more than two years of spirited legal battles with the combination carriers has resulted in a victory for the all-cargo industry.

A final decision in the long struggle came with the announcement that the Supreme Court of the United States would hear no appeals in connection with the Civil Aeronautics Board award of exclusive Blocked Space authority to the all-cargo carriers.

The Blocked Space concept, first introduced by the all-cargo industry in 1963, has been the object of attack by the trunk airlines and the fight has been through all of the steps of the nation's judicial ladder.

Originally the CAB granted Blocked Space authority to the all-cargo carriers as a means of delineating the roles of the different types of carriers and encouraging each to specialize in the field to which it is best adapted.

The authority allows the all-cargo carriers the right to sell volume shippers a contract for a fixed minimum amount of

freight at a specified rate for a minimum 90 day period. Through this method of selling, shippers can take advantage of discounts of three to 15 percent under existing rates.

Following CAB approval of the tariff in 1964 the combination carriers appealed to the courts to open blocked space to all.

In early March, 1966 a Federal Appeals Court in a 5-3 decision upheld the CAB. It said that the board had "fulfilled all its legal obligations" in this ruling, and that the combination carriers "had been given a full hearing, and not denied any procedural rights" — in other words blocked space would remain the exclusive domain of all cargo carriers.

Persevering in their opposition, the combination carriers then appealed to the Supreme Court of the United States but the highest court in the land announced October 10, 1966, its refusal to hear the appeal.

The impact of the tariff is already obvious in Flying Tiger traffic and now that the airline has the security of Supreme Court approval, long range plan-

ning will be undertaken by the FTL marketing division, Pete Albert, vice president of sales announced.

Albert said the Tigers now hold 18 blocked space agreements and some of the shippers are expanding their contracts to take advantage of even further savings.

Some of the volume shippers have doubled their commitments and minimum monthly agreements of 1,450,000 ton miles of traffic are now actually bringing in nearly twice that amount of freight, Albert said.

Tigers reported 2,737,402 ton miles of blocked space traffic in August producing revenue of \$338,129. This is an increase of 16.3 per cent over the July ton mile figure of 2,354,425 and an 18.1 per cent increase over July Blocked Space revenues of \$286,344.

Albert illustrated the popularity of the tariff by pointing out the Ford Motor Company of Detroit has recently increased its blocked space commitment from 5,000 pounds a day to 10,000 pounds a day three times a week.



Growth forecast

Blocked Space Boon to Shipper

Growth of bulk airfreight traffic on the all-cargo airlines can be expected to move ahead strongly, Flying Tiger Line president Robert W. Prescott said, as a result of a United States Supreme Court decision resolving the Blocked Space controversy.

The Supreme Court announced October 10 that it would refuse to hear a final appeal by the combination carriers opposing a Civil Aeronautics Board ruling of 1964 in which the all-cargo carriers were granted exclusive right to use the tariff.

In response to the announcement Pres-

cott said: "This is an extremely important decision for the all-cargo carriers and the shipping public."

"The Supreme Court action does several things," said Prescott, head of the nation's largest all-cargo airline.

"It confirms the national policy to encourage the development of all-cargo transportation. It justifies the principle that the CAB has the right, by regulation, to treat one class of carrier differently than others in the public interest.

"It will tend to equalize the competitive factors between the all-cargo carriers and

180,000 pounds of Tiger lift at Newark

the large trunk lines which have authority to carry passengers as well as cargo. Implementation of this decision should have the effect of moving the greater part of bulk cargo traffic over the all-cargo carriers, leaving the others to continue developing the immense passenger potential.

"It will be a boon to the shipper," Prescott concluded, "because, by the nature of the blocked space concept, the all-cargo carriers costs will decrease and this saving will be passed along the line. Lower rates will mean larger volume so the total growth of air-cargo should be materially enhanced."

It allows the carrier to provide discounts of 5 to 15 percent under existing rates to shippers taking advantage of the tariff.

LETTER BOX

America's worst ever airlines' strike is now past history and the industry has bounced back to normal operating procedure. Bearing the brunt of most of the cargo tieups during the long busy summer was the Flying Tiger Line and the fruits of this extra effort are now beginning to appear in the form of gratitude from "abandoned" shippers who needed help in a hurry. Following are a few of countless letters of appreciation written by some of the nation's top users of airfreight.

Mr. Joe Ryan
Flying Tiger Airline
Portland International Airport
Portland, Oregon
Dear Joe:

It is now some time since the conclusion of the recent airline strike. I am indeed happy to take the time to say "Thank you" to you and Bob Beckman and his staff for the job they did moving our freight during a very difficult and trying period.

The efforts of your station personnel are appreciated and deserve a sincere "Thank you" for a job well done.

Sincerely yours,
E. W. Heiser
Manager
EMERY AIR FREIGHT CORP.

Mr. Robert Hendricks
Flying Tiger Line
Los Angeles, California
Dear Mr. Hendricks:

Some time has passed since the conclusion of the airline strike which caused us all so many headaches and reference to that situation may seem a little untimely now. However, a word of commendation and appreciation to individuals for a job well done is never untimely, and I want to take this opportunity to express such appreciation for the courteous manner and helpful attitude shown by Sylvia in your customer service department in spite of the pressures of the abnormal load resulting from the strike situation. All through this period Sylvia put up with our peculiarities and listened patiently to our problems and helped us solve many of them, providing tracing service and follow up and even calling us the following morning to advise us if a particularly urgent shipment did or did not move.

Such a person is a credit to your company.

Please convey to her this expression of appreciation from the Burroughs Corporation.

Yours very truly,
W. A. Reed
Traffic Manager
Burroughs Corporation

Mr. Michael B. Gurley
District Sales Manager
The Flying Tiger Line, Incorporated
International Airport
San Francisco, California 94128
Dear Mike:

I personally want to thank you and your Cargo Staff for the outstanding service rendered "Asiatic" during the current airline crisis. We are most appreciative of the efforts extended on our behalf and

you have my personal assurance that your excellent performance will not be overlooked.

Several of our accounts in the Detroit, Chicago and Indianapolis areas have advised that due to Tiger's performance during the past few weeks, you will continue to be offered a large share of their cargo business.

Again, Mike, my personal thanks for a job well done and service above and beyond the call of duty.

Most sincerely,
Iona G. Gluck
President
Asiatic Animal Imports. Inc.

Mr. Warren French, D.S.M.
Flying Tiger Line, Inc.
Bradley Field
Windsor Locks, Conn.
Dear Warren:

Just a line to bring to your attention the wonderful job Don Poe did for us last week on a very difficult request for service to Cleveland, Ohio.

Arrangements for dispatch, and transfer went off real well.

Again, please pass our gratitude on to Don and thank him again.

Regards.
Very truly yours,
David F. Spillane,
Divisional Transportation Manager
Per J. D. Mulcahy, Senior Specialist
Transportation Services
Winchester-Western

Flying Tiger Airlines
Cleveland Hopkins Int'l Airport
Cleveland 35, Ohio
Attention: Mr. Mel Licking
District Sales Manager

Dear Mr. Licking:

We at Emery are extremely satisfied with the very fine service rendered to us by your company during those trying days of the airline strike.

Your ability to expedite the Emery shipments across your dock onto the plane and ultimately to destination was highly appreciated.

We recognize to service an account many departments play equally important rolls, i.e. ramp, customer service, air freight and sales personnel.

We would like to convey our sincere appreciation to your entire staff on the excellent service we were able to enjoy. FINE JOB!

Sincerely,
Robert D. Kremer
Operations Manager
Emery Air Freight Corporation

Flying Tiger Airlines
Logan Airport
E. Boston, Mass.
Attention: John Walsh
Dear Sir:

We wish to express our sincere appreciation for the exceptional cooperation we received from your air freight people during the recent grounding of five major airlines.

Our job, which could have been extremely difficult was made considerably easier because of the fair and impartial manner in which your people handled freight which was turned over to them.

In our opinion, every person in your employ, with whom our people came in contact during the strike, should be congratulated for a job well done.

4A AIR FREIGHT CORP
Very Truly yours,
Harold J. O'Regan

Peter T. Albert
Vice President, Sales
Flying Tiger Line Inc.
Dear Pete,

The recent airline strike has long faded into the past and has become history in the transportation world. However, the remembrance, scars and wounds still show, and while it is still a recent memory we would like to take this opportunity to write you from Tektronix and express our appreciation of the efforts put forth by you and your people.

Mike Park, Manufacturing manager of Tektronix to whom our Materials Management operation reports, wanted to also express his gratitude for the extra efforts and performance beyond the call of regular duty that was extended by Joe Ryan and your local crew as well as by yourself and your staff.

During a trip to Chicago in the middle of the strike, I had the chance to personally observe your people at work and it was gratifying to know that they recognized Tektronix goods and so willingly extended courtesies to us as we were trying to expedite our goods.

We sincerely hope that our relationship will continue on these grounds that should we ever again need to call upon you for that little extra service, you will be willing to extend the excellent service you recently did in our time of need.

Sincerely,
R. K. Handley
Materials Manager
Tektronix, Inc.

TIGERVIEW READERS

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Vice Chairman Murphy announces CAB approval of container agreements.

Airfreight Industry Captains Attend CAB Cargo Workshops

The burgeoning airfreight industry and the family of problems it has spawned in 20 years of hurly-burly growth is going to school in a way that is marking air transportation history.

With the blessing of its guardian, the Civil Aeronautics Board, the industry and the people it serves are sitting down this fall in a series of five workshop sessions to find out where they've been, where they're going and what they need to do about the fastest growing child of transportation — air, land or sea.

The scope of the problems can be captured by the fact that here is an industry which dealt in a few million ton miles of traffic 20 years ago, but is now servicing two billion ton miles today and will possibly handle three to five times that much more in the next 10 years.

Obviously, like the boy who physically outgrows all his classmates, airfreight has growth problems that now become the serious concern of the people with whom he is associated.

This was no better illustrated by the fact that as the first school session opened

in Seattle on Sept. 20, to be followed by similar sessions in Miami, New York, Chicago and Los Angeles in the following six weeks, nearly 300 representatives of shippers, carriers, the government and other interested parties sat down for two days to find out the potential of the youngster and what to do about him.

The roster of attendance read like a blue ribbon listing of American business—International Business Machines, Honeywell, United Aircraft, Hughes, Douglas, Lockheed, Boeing, Department of Defense, Philco, Texaco, Weyerhaeuser, Bekins, Jantzen, Western Farmers Association, Raytheon, Sears Roebuck, U.S. Borax & Chemical, Container Corp. of America, St. Regis Paper, to say nothing of major carriers and forwarders such as Pan American, Emery, Flying Tiger, Airborne, American, United, TWA, Delta, Continental, KLM, National, Aerospace Industries Association.

Overseeing the classroom sessions were top executives of the Civil Aeronautics Board — Vice Chairman Robert Murphy, W. Fletcher Lutz, deputy director of the Bureau of Economics, Bradford H. Smith,

senior air transport examiner, and Allen J. O'Brien, director traffic service, Aerospace Industries Association and a prime mover in creation of the workshop idea.

Since airfreight is a regulated industry falling under the guardianship of the Civil Aeronautics Board, a joint meeting of shippers, carriers and other interested parties could not be held without the Board's approval, lest such conferences infringe on the provisions of the Anti-Trust Act.

Hence the workshops pointed a new trend in government's view on the development of the air transport industry, the first of their kind ever held within the industry.

Vice Chairman Murphy keynoted the thinking that lay behind this decision when he said that Congress, in passing the Civil Aeronautics Act establishing the guidelines for regulation of air transportation, had given the CAB a mandate to promote air commerce for the benefit of the nation.

"There is need," he said, "for more coordination between shippers, carriers, forwarders and the governmental regulatory body."

"Selling airfreight," he continued, "is a more difficult task than merchandising passenger air transportation. And it is equally evident that the encouragement of the greater use of airfreight can come about only through a better understanding and a greater degree of coordination among the shippers, carriers and the regulatory body responsible for its promotion and development.

"Consequently, the Board is co-sponsoring these workshops so as to provide a medium for an analysis of the various problems as each of us see them and, hopefully, to bring about on a cooperative basis some common-sense solutions to them."

The workshop sessions were broken down into four roundtables over which co-moderators presided. Each roundtable had an equal number of co-moderators from the shipping and carrier side of the industry. For example, Peter T. Albert, marketing vice president of Flying Tiger, presided at Roundtable No. 1 with John R. Pogue, cargo manager of Delta Air Lines, M. H. Savard, traffic and transportation manager of Hughes Aircraft, and Hayden Lening, traffic manager of the Aeronautics Division of Philco. Their subject was Air Shipping Services.

At three other roundtables, the subjects were Economics of Air Shipping, International Air Shipping and Rates, Rules and Regulations.

Throughout the first day, shippers and carriers moved from roundtable to roundtable to hear discussions of problems and offer their views and possible solutions. On the second day, the entire conference toured the immense Boeing plant to inspect the 747, Boeing's huge jumbo jet and see first hand its potential for the carriage of airfreight. In the afternoon, the conference reassembled in a joint meeting of all roundtables at which moderators discussed the results of their sessions, answered floor questions and debated opposing points of view.

. . . Airfreight Commodities

Typical session topics, all raised from the floor since all sessions were designed to develop floor questions rather than points of view of the moderators, were such as these:

Household goods — great potential but great need for uniform containerization, pickup and delivery service, particularly destination delivery service and a tie-in with all modes of transportation to insure a continuous, smooth flow of the freight.

Frozen foods — lack of in-plane refrigeration.

Information — airlines lack phone service information on rates and service.

Freight handling — freight moves quickly airport-to-airport but unloading and delivery processes are unduly slow, sometimes taking more time than the actual in-flight transportation.

Ground service — major problem is moving freight expeditiously to and from the airport.

Tracing — airlines extremely weak in tracing freight shipments.

Forwarders—much more follow through needed from them in enroute and destination freight handling.

Airfreight Plus—shipping freight from Salt Lake City to New York costs \$12.14 per 100 pounds by surface, \$16.50 by air, takes six days by surface, two days by air. Difference is not worth \$4.00, however, air is used primarily because it cuts loss and damage.

Airfreight Plus — major fashion manufacturer designs and manufactures four times annually. Has pressing need for materials. Department stores not ready yet to accept the cost of air transportation and so manufacturer hasn't been able to work transportation costs into garments. However, on his own cost basis, flying materials out and flying finished products back to market often is still more economical in the production process.

Air Parcel Post — not too successful. Motor truck better on small shipments.

Toys — now moving by air because vital to prepare Christmas season promotion.

Garments — department stores more and more want manufacturer to carry inventory. Lead time for manufacturer is eight weeks ordering material, getting to plant, producing and delivering. Reorder business almost entirely by air but can't consider moving whole line by air. Too costly.

Produce — need for full tariff coverage,

door-to-door, direct from the field inspector and grader to the airfreight container and the marketing outlet.

Service — takes longer to get freight from Los Angeles to Cape Kennedy than it takes to get from Cape Kennedy to the moon.

Merchandising — airlines lack well informed airfreight salesmen, often no salesmen at all.

Trade associations — carriers should participate more in such groups to exchange information.

Trucks — one of the most vital factors in the airfreight process and airlines need to make much more use of them, particularly in the beyond-25-mile zones from airport.

Industry Needs — lack of awareness of airfreight services by shippers; distant marketing opportunities generally unknown; rate differentials between carriers major problem; shipper education most complex problem; good job of selling aircraft service but only scratched surface problems in total cost of distribution concept and many airlines don't even know the subject; shippers must have voice in rates made by carriers; much better service must be provided for off-line points of service; interline delays intolerable; intermodal methods of shipments, air and truck, require much more development; machinery need for advance notice of rate and service changes to permit adequate coordination by the shipper in his merchandising; more shipper cooperation required to get the airfreight marketing job done, particularly in the submission of basic information of shipper methods of merchandising and distribution; better communication required among shipper, forwarder and carrier with customer service departments of airlines a major step in this direction; short haul traffic represents a great air potential as well as long haul because of the loss-damage factor and greater service reliability by air and more attention needed for its development; uniform containerization extremely important on international shipments; interline service on international shipments has room for vast improvement.

The conference concluded on the note that some form of regular seminars involving all parties to airfreight shipping are of vital necessity because of the great changes taking place in airfreight, especially with the advent of the jumbo jets.

Container Solutions Reached

The first concrete result of the CAB program to promote carrier co-ordination in solving some of the complex problems of airfreight was announced at the first CAB Workshop session in Seattle by Vice Chairman Robert T. Murphy of the CAB.

Speaking at the first conference luncheon, Vice Chairman Murphy said the first solution of the container problem, one of the major goals in airfreight development, had been reached.

Intercarrier agreements providing attractive discounts from both general and specific commodity rates for the unitization of shipments into one of four standard container sizes have been approved by the CAB, Murphy said, and they are expected to become effective by the end of October.

"Routine shippers of good, hard freight will realize savings of 25 percent or more below present airfreight rates by making full use of the container program," he declared. "These larger savings will be realized on high density shipments. In the ground handling phase of airfreight, the program will save time and promote greater efficiency because containers will be built up at the shipper's own plant for more direct delivery to planeside."

Murphy concluded by saying that "the total effort in this program is an outstanding example of what the government and industry can do to promote progress and development—not through the usual formal judge and jury role for the regulatory agency but with the government in a working partner role."

There are many other items "we should be helping on," he said.

Dividend Declared

The Board of Directors of the Flying Tiger Line has declared the semi-annual dividend of 25 cents per share on the company's Series A 5% cumulative preferred stock, payable December 15, 1966, to stockholders of record at the close of business October 28, 1966.



ROUNDTABLE NO. 2 — John Williamson, TWA; James Broz, Department of Defense, and William Clark, American.



ROUNDTABLE NO. 4 — George Moore, Pan American; Pego Yovanovitch, TWA; Rome Clinton, Honeywell, and Edward Maney, IBM.

CARGO WORKSHOP STUDIES AIR FREIGHT FUTURE



AIKKO, OLYMPIC HOTEL HOSTESS, greets workshop members (left to right) Bob Cooke, Lockheed; Jack Fitzwater, Varian; Wally Palmer, KLM; and Ernie Gill, Douglas.



CO-MODERATORS, Roundtable No. 1, left to right, John Pogue, Delta; Hayden Lening, Aeronutronics; Pete Albert, FTL; Maurice Savard, Hughes Aircraft.



PETE ALBERT, FTL VICE PRESIDENT (right), discusses press conference question with (left to right) Shirley Mayer, Traffic World; Bob Twiss, Seattle Times; Ray Blumberg, McGraw Hill; Bob Cooke, Lockheed, and John Williamson, TWA.



CO-MODERATORS, Roundtable No. 3, left to right, O. M. Foxworth, Jr., National; Frank Conway, United; C. Harris Crook, United Aircraft; Marshall Kochman, American, answering question; Ken Fraser, Raytheon, and J. W. Kersey, Eastern.



VICE CHAIRMAN ROBERT T. MURPHY (center, hand to chin) ponders press conference question. Others (left to right starting with man with glasses, back to camera) Bob Cooke, Lockheed; John Williamson, TWA; Pete Albert, FTL; Maurice Savard, Hughes; Frank Conway, United; Ken Fraser, Raytheon, Vice Chairman Murphy, Allen O'Brien, Aerospace Industries; Edward Maney, IBM, and P. G. Yovanovitch, TWA.



CONFERENCE LEADERS, left to right, Marvin E. Burke, general chairman and president of Sportcaster, Inc., Seattle; W. Fletcher Lutz, executive chairman and deputy director CAB Bureau of Economics; Allen O'Brien, Aerospace Industries; Jerry Godbout, Air Transport Association; Martin J. O'Rourke, logistics chairman, Seattle Chamber of Commerce, and Bradford H. Smith, logistics co-ordinator and senior CAB examiner.

Another Tiger First

INDIANAPOLIS CARS FLY TO TOKYO

The unintelligible roar of 220,000 newly converted car racing fans exploded into crescendo as the staccato criss-cross movements of the checkered flag signaled the completion of a 200-mile battle against time and the steaming asphalt.

Jackie Stewart emerged, sweat-soaked and grimy from his throbbing rear engine Ford and walked resolutely to the familiar environs of the winner's circle where he was presented with a gleaming, man-size trophy, and a fat check.

Indianapolis style car racing had been introduced to Japan, and the reaction of the stands was eloquent testimony to the success of the venture.

And again the Flying Tigers were participants in a venture that marked an historical first. A Tiger CL-44 charter flight carried 22 of the top Indianapolis cars and drivers to Tokyo, making it the first time a large field of these superbly engineered cars performed away from the continental United States.

In the official's tower high above the pits, a smile was beginning to take shape on the handsome face of Rodger Ward. This was a face that was etched with the lines of a hundred gruelling races to which was now added a line of apprehension in the wake of his first task as a promoter.

In July 1966, Ward was approached by a Japanese group to bring the top 33 Indianapolis "500" cars and drivers to Japan, as a promotion to introduce car racing to that nation.

"The most trying days in 20 years of professional driving were mild in comparison with putting this Tokyo race together," said Ward.

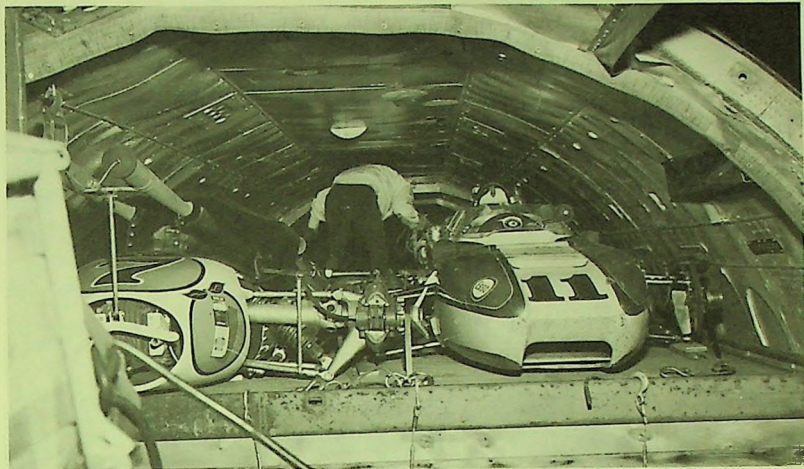
It was in mid-July, 1966, at the height of America's most crippling airline strike that Ward first began his search for a way to transport the entourage to Japan.

Naturally the response to his inquiries was anything but enthusiastic at a time when every available airplane in the nation was taxed to double capacity and the end of the strike was nowhere in sight.

In the face of these difficulties, Ward committed himself to the Japanese race and eventually arranged for a Tiger charter to load 22 of the race cars in Indianapolis on October 4.

His first approach was to the Tigers, but during the strike he didn't receive

Rodger Ward



Cars loading at Indianapolis

much encouragement as every available aircraft in the system was pressed into maximum utilization.

It was several weeks before a commitment was made, assuring Ward of an aircraft.

The project had many unique facets, not the least of which was the fact it was the first time Indianapolis racing cars had ever flown out of the country. It is also rare that the same airfreight commodity that flies into a country is also flown out a short time later and this launched a frantic assault on a mountain of paper work for both U.S. and Japanese Customs clearance.

Ward and his aides were required to fill out in quintuplicate forms itemizing each car and accessories, spare parts and tools. It was quite a task in view of the \$50,000 price tag placed on each car. And had these forms not been completed and cleared, 20 per cent of the value of each car would have been assessed by U.S. customs on the return of the cars to this country.

Crating the cars for loading also proved to be a sensitive project because of the tender esteem in which each of the cars is held by the driver, mechanics and the owners.

This responsibility was assumed by Clarence Cagle, general superintendent of the Indianapolis Speedway. Cagle was concerned with the safety of the cars in addition to the engineering job of fitting as many as possible into the aircraft.

Ward and Cagle traveled to Chicago and measured the interior of a Tiger CL-44 and returned to Indianapolis where they constructed a jig, the exact size of the cargo hold which they used as a gauge to check each pallet.

Cagle packaged the cars four to a crate and planned to squeeze 22 in the aircraft.

Loading time was set for early Sunday, October 4, and a large contingent of press, radio and television personnel was scheduled to be on hand to cover the departure Sunday afternoon.

Fate intervened and the aircraft scheduled for Indianapolis was crippled with engine failure in Manila. Flight operations began to juggle the resources and promised another CL-44 for late Sunday afternoon after it completed a cattle charter from Newark to Bermuda.

Loadmaster Ray Behm was faced with the unsavory problem of informing Ward and Cagle of the delay while USAC and Tiger public relations personnel were faced with the prospects of an irate press corps.

The case was explained forthrightly and the good people of Indianapolis accepted the delay with a few philosophical shrugs and a surprising absence of caustic comment.

As the sun was disappearing behind the rim of the Indiana horizon, the CL-44 piloted by Captain Rex Tripp flew into view and the long night of loading began.

It was a critical loading job with each section containing four cars weighing 7,800 pounds, and only inches to spare against the contour of the cargo hold. A giant forklift and a cherry picker crane were used to set the crates at the rear of the hold while a winch and a long cable inched them into position.

At 4 a.m. Monday, the cars were on their way to Tokyo. For the first time the starting field of the Indianapolis 500 was to show its smoke to a crowd outside the continental United States.

The cars returned by a Tiger charter Oct. 12 ready for the next big meet at Phoenix in November.

Ward summed it up on his return to the U.S.: "It wasn't easy, but without airfreight, it couldn't have happened at all."

CAB Chairman Optimistic

AIRFREIGHT A MAJOR ENTERPRISE



Workshop Conferees inspect starting mockup of Boeing 747. The huge size of the fuselage is indicated by the circular frame.

The phenomenal growth of airfreight in the past several months has exceeded even the most optimistic forecasts by industry experts. Optimism for future growth is reaching fever pitch as the advent of the super jets will be a reality by 1970.

One very close to the situation is Charles S. Murphy, chairman of the Civil Aeronautics Board, who sees the great potential of air cargo in the overall transportation picture.

Following are remarks by Chairman Murphy published in the Seattle Post-Intelligencer prior to an Air Cargo Workshop session held in that city in late September.

Once considered an incidental stepchild of the airline industry, the air freight business has exploded into a major enterprise with prospects of expanding even more rapidly in the immediate future. Today's air freight boom is beyond the expectations of the clearest-eyed optimist even a decade ago.

Growth of this important segment of the airline industry had been gradual until the advent of jet freighters. In 1960, cargo ton-miles amounted to 18.1 per cent of the total revenue ton-miles. In 1965, it amounted to 25.8. Despite increasing passenger traffic and decreasing cargo rates during this same period, freight revenue moved from 10.1 per cent of total airline

revenues to 11.4 per cent. Over the past 10 years, cargo traffic has multiplied four times in volume.

In terms of ton-miles, there seems little doubt that the volume of air freight business will become larger than the air passenger business in our generation. It could be that technological developments to come will lead to even far greater growth than now foreseen.

Air freight's growth has been directly related to the nation's economic upswing and the capacity of the air carriers to provide sufficient space for freight. In 1950, the best freight aircraft then available, the Douglas DC-6A, could produce 46,000 ton-miles of air service per day.

Today's DC-8F jet freighter can produce 240,000 ton-miles of service per day, a five-fold improvement. Tomorrow's air cargo giants, the Lockheed C-5A and Boeing 747 air freighters, will double the ton-miles of service produced per day by a DC-8F.

In the past five years, air freight traffic has more than doubled. Airlines expected a 16 per cent increase in the domestic freight field in 1965. They achieved a 25 per cent increase. Internationally, the airlines planned for a 25 per cent increase and achieved a 46 per cent increase. Some airline economists are even predicting

that their goals set for 1970 will be achieved in 1966.

The scheduled airlines have a combined fleet of all-cargo freighters numbering 55 jets in addition to 23 turboprops and 85 piston-powered aircraft. If this fleet is utilized with maximum loads in average service, it can develop 19 million ton-miles of cargo service daily.

On order are more than 100 jet freighters capable of producing an additional 25 million ton-miles of service a day.

It should be noted that air freight is beginning to pay its own way. The operation of scheduled all-cargo service by the certified industry is now in the profit column. The all-cargo plane operations of certified carriers for the year ending Dec. 31, 1965, resulted in an operating profit after taxes of \$6.3 million.

The international-territorial operations provided \$11.7 million of this profit while the domestic operations resulted in a loss of \$5.4 million. However, both carrier groups continue to show improvement in earnings and the profit trend for all-cargo aircraft is continuing in 1966.

Air freight volume last year alone totaled 1.7 billion ton-miles, an increase of 32.9 per cent for the year.

One of the reasons for the recent upsurge in air freight has been the decision by more and more manufacturers to distribute their products by air. Everything from heavy machine tools to fragile cut flowers, fruits and vegetables is being carried by air. Deliveries formerly requiring days now require hours.

This speed and convenience provides the advantage of lower warehousing costs, less inventory tied up in transit, less product obsolescence, lower insurance costs, lower packaging costs and a shorter reorder-delivery cycle for industry.

A greeting card company, for example, saved an estimated \$90,000 a year by closing a warehouse and making direct air freight shipments from its home plant. Sears, Roebuck now supplies its Honolulu stores by air freight from Los Angeles. A maker of baby shoes, who previously distributed part of his output through warehouses, cut two days in total distribution time by making shipments by air and closing down warehouse facilities.

Pratt & Whitney Aircraft Division of United Aircraft Corporation recently received heavy, sophisticated machine tools by air from a German firm. The company figures it saved more than the cost of the air freight in the first day's production with the new machinery. Honeywell Inc. began using air freight in January for all of its exports of computers and other electronic products and expects to realize annual savings in excess of \$240,000.

To an increasing degree, air-shipped products are no longer being limited to perishables of high value. The deciding factor in choosing a particular mode of transport has now become the overall margin of profit to be realized rather than the lowest priced service.

The greater use of computers in compiling data on all aspects of total distribution costs as well as in monitoring inventory levels is a major factor behind today's

Tiger Ads Good Eyecatchers

The measure of the effectiveness of an advertisement in any given magazine is the result shown in the rating surveys.

Flying Tiger advertising which appears in Newsweek, Business Week, The Wall Street Journal and selected trade magazines is measured by the Starch Advertisement Readership Report and the scores have indeed been impressive.

Starch estimates the extent to which readers of a particular issue have seen and read the advertisements giving the advertiser a guide as to the effectiveness of his campaign.

The following shows Starch ratings for the first seven FTL ads in the 1966 series in Business Week. Using *cost ratio* figures, which put all ads on an equal basis regardless of size, color, etc., these ratings are taken from the Freight-Transport classification.

TIGER AD RATINGS

ISSUE	NOTED	SEEN-ASSOC.	READ MOST
January 29	First	First	Second
February 19	First	First	First
March 12	Second	Second	Fourth
April 9	Second	Second	First
May 28	First	First	Third
June 18	Third	Fourth	Third
July 16	First	First	Second

Gallup-Robinson, which uses a different method of scoring ads, did an impact report on the March 28 issue of Newsweek which carried one of our ads. The average score for all ads in that issue was 10, while the average for transportation ads was 9. The FTL ad rated a whopping 23!

Airfreight Now Major Enterprise

Continued from Page 8

phenomenal growth in air freight. In addition, more efficient aircraft resulting in lower freight rates as well as the aggressive marketing campaign of the airlines have contributed significantly to this growth.

The advantages of using air freight can be very great to a shipper of products involving tens of thousands of spare parts or large varieties of sizes and colors or to a shipper that needs only to maintain a single national warehouse with a short reorder cycle.

Because of the spurt of growth in air cargo, the airlines have also found means of improving loading and unloading operations on the ground to the point where a jet freighter can today be loaded or unloaded in less than half an hour.

Handling and packaging costs have been lowered by means of the adoption of standardized containers which can be loaded in the shipper's own plant for direct delivery to planeside.

New mobile lifts, pallet transporters and planeside loaders have been developed to speed the transfer of goods. Eventually we expect to have air freight terminals in which one man operating a console of push button controls sorts freight by destination and flight and positions it for pallet build-up. Documentation of each shipment can be done electronically to cut down further on time.

The jet age has not only doubled the speed of airlifting freight but has also cut in half the time required for handling cargo on the ground.

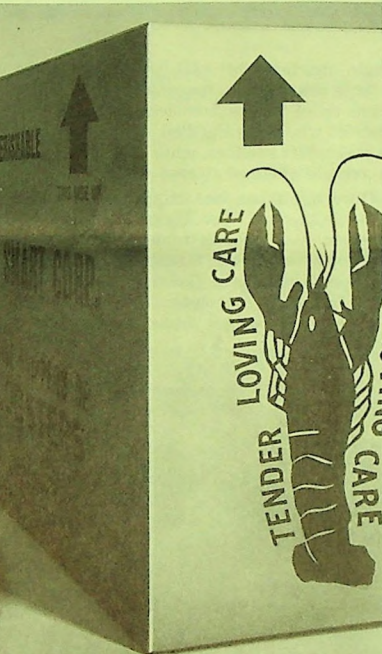
But even more must be done to improve ground handling if the full potential of increased air lift capacity and its speed is to be fully realized.

Although statisticians are fond of citing that 99 per cent of the nation's freight now moves by surface carriers, such a mathematical exercise ignores the fact that air and surface transportation are not and never will be 100 per cent directly competitive. But the time is near when air transportation will dip into those commodity areas which are directly competitive with motor and rail carriers on a ton-mile cost basis.

As the gigantic air freighters of the future are placed in service, flying greater capacity loads at lower ton-mile cost, more and more shippers can be expected to change their distribution patterns from surface to air.

The recent surge of air cargo has pointed up the need for improved communications between air carriers and shippers. The momentum of the development of air transportation has been so swift that it has out-paced communications between carriers and their customers. The future expansion of air freight cannot rely entirely on single carrier contact and communication with individual shippers.

Passenger airlines do everything just about the same to satisfy their customers.



Why do Tigers do everything differently to satisfy their customers?

Because Tiger customers are shippers and consignees — not passengers. And in the passenger-oriented airline industry, that makes Tigers unique in many ways. Take our schedules. Unlike other airlines, most Tiger flights are at night. Shippers get late cut-off times, consignees get start-of-the-day deliveries. □ Our planes are different, too. Tiger all-cargo Swingtail CL-44s handle any shipment — even freight that won't fit through the side

doors of other aircraft. Our people are different. They're not experts on coffee, tea or milk, but they know airfreight inside-out. □ Tigers even have rates that are different — lower, wholesale "Blocked Space" rates that can save you thousands of dollars. □ Moral? When you go by air, call an airline that knows passenger needs. When you ship by air, call an airline that thinks first, last and always of what a shipper needs.

It pays to do business with THE AIRFREIGHT SPECIALIST—



FLYING TIGER LINE

WORLD HEADQUARTERS: INTERNATIONAL AIRPORT, LOS ANGELES, CALIFORNIA



Tiger Airfreight Worldwide

PAYLOAD AROUND THE WORLD IN SEVEN DAYS

The acrid odor of death hung persistently over the rubble that once was Varto on the bleak, semi-cordilleran — semi-desert plains of western Turkey.

About 500 miles west of Ankara, the nation's capitol, a peasant woman was reclined on a heap of debris moaning a mournful dirge while her son excavated the ruins that was once their home in search of his missing sister.

The Kurd woman was not alone in her plight. Life was never easy for residents of the Varto area, who for centuries had battled the elements and the barren soil for a simple existence.

It was as if some devilish scheme was contrived to inflict further suffering on these primitive people, when on a sunny afternoon the earth began to tremble and opened its gaping jaws in giant chasms to swallow indiscriminately; people, houses, animals and possessions in slightly more than five horror-filled minutes.

The final tally was: 2,300 dead and 60,000 homes in the area reduced to rubble.

On the sunny afternoon of the same September 13th, Captain Ken Henderson, veteran Flying Tiger pilot, left his suburban New Jersey home headed toward Newark Airport. There he was to meet his crew and ferry a CL-44 Swingtail to Philadelphia.

In Philadelphia a planeload of tents was sitting on the ramp consigned to the Agency for International Development, Ankara, Turkey. The tents were for a



Tents at Philadelphia prior to departure

flight chartered by AID, which had taken a large share of the responsibility to bring some relief to the homeless of the Varto district who were huddled in small groups in makeshift shelters, while they struggled to rebuild their shattered world.

Once again, as has happened so many times in the past, The Tigers were directly involved in a project to bring assistance to people in far off lands. In years gone by, the Tigers have flown refugees from the Hungarian revolution; returned the Yemenite Jews to Israel; transported

countless Korean orphans to the U.S. Mainland and have always been ready on short notice to provide airlift in the face of emergency.

In a comfortable dining room near the Philadelphia Airport, Capt. Henderson and the crew assembled, while ground handlers headed by Al Del Grosso, station manager, loaded the aircraft.

The tent charter was only one segment of a trip that was to take the nine-man crew 28,500 miles around the world, in 190 hours and 75 flying hours.

In addition to Capt. Henderson was Capt. Monty Treft, Co-pilot Pete Prichard, flight engineers John Iadonisi and John Graco; navigators Hank Clark and Harry Myers; Walt Wilkinson, flight mechanic, and Joe Barbera, agent.

At 10:15 in light drizzle, Capt. Treft lifted the aircraft off and headed in a northeasterly direction toward Shannon, Ireland for the first fuel stop.

The CL-44 droned on tirelessly through the night and into the grey dawn until about 6:30 a.m. when the descent began into Shannon. Capt. Henderson now at the controls, the plane angled earthward until it broke through the heavy cloud cover over the western tip of the Emerald Isle.

The plane taxied to a stop, unloading steps set in place and an official looking gentleman with peaked cap and rubber boots stepped into the cabin.

"Befar we do anything, gentlemen, let's put first things first," he announced in a rich brogue.

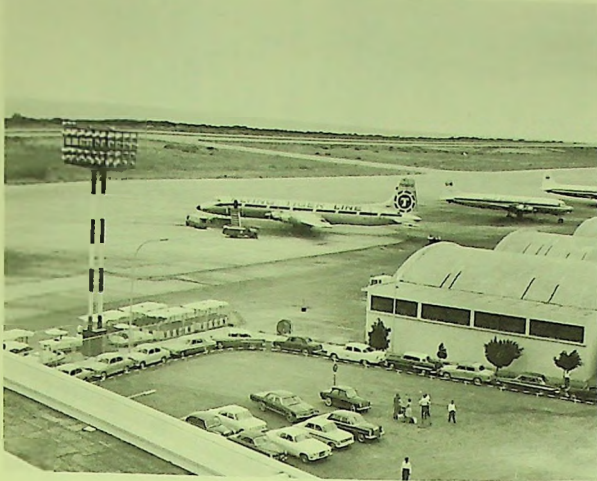
"The harses are runnin' in four days and if ya'll be kind enough to step in line we have a sweepstake ticket here for the lot of ye."

Only in Ireland could the sweeps take precedence over the general declaration, the customs inspection, the ground handling and refueling arrangements.

After a delightful breakfast of tea, eggs and heavy bread, the '44 headed southeast continued on next page



AROUND THE WORLD CREW: Left, bottom to top: Captain Ken Henderson, Agent, Joe Barbera, Navigator Hank Clark, Navigator Harry Myers, Engineer John Iadonisi, Co-pilot Pete Prichard. Bottom right: Captain Monty Treft and Engineer John Graco.



Refuelling at Beirut on the Mediterranean

across Europe to Ankara. Stretching below was the Cherbourg Peninsula, Mont Blanc towering above its neighboring peaks, Nice and the French Riviera and on into the night until touchdown at 4 p.m. Greenwich time which was well into the dark night in Turkey.

Pan American World Airways ground crews handled the offloading of the tents which were received by the A.I.D. Mission in Ankara.

Norman R. Ashton, originally of Philadelphia, acting as spokesman for the mission, said 19,000 people were still homeless at the site of the earthquake. Ashton said the tents on the FTL charter would provide enough shelter for the remaining homeless until more permanent housing could be constructed.

Turnaround time in Ankara, including offloading, refueling and quick lunch of omelettes and syrupy Turkish coffee, totaled two and one-half hours. Four hours later, the crew had ferried the plane to Torino, in the north of Italy where it was to pick up a load of missile components bound for Woomera, the Cape Kennedy of Australia.

Arrival time in Torino (Turin) was about 4 a.m. local time, September 15 and the first time the crew could stop for a rest since leaving Philadelphia.

Loaded with three huge crates, contoured to fit the cargo hold, the '44 departed for Rome, 1200 miles away, the following morning where it was to pick up an additional 5,000 pounds of freight, also destined for Woomera.

Mishap in Rome

The clockwork operation slipped out of mesh in Rome when the swingtail on the airfreighter was being opened at Fiumicino Airport. A small army of ground crew stood transfixed as the tail began to open and reveal the immensity of the cargo hold. The crews had been pushing a stair ramp around the rear of the aircraft when they became preoccupied by the swinging tail. Oblivious to the consequences, they watched while the left rear horizontal elevator crunched into the stand, just enough to damage the control

tab, and cause a delay for repairs.

The damaged tab was rebuilt by Alitalia Airlines maintenance, delaying the Rome departure until the morning of the 16th.

The crew had originally planned to take a rest stop at Colombo, Ceylon but decided to push on to make up for the time lost in Rome. Technical stops were made at Beirut, Lebanon and Damascus, Syria prior to the long leg over Baghdad, across the Persian Gulf, the Gulf of Oman, the Arabian Sea and around the southern tip of India to Colombo.

After a remarkably smooth landing by Capt. Henderson at Colombo airport, it was discovered that the right front tire had blown, but flight mechanic Walt Wilkinson replaced it with a spare in about 30 minutes.

Youthful Crew

A crew of youthful Ceylonese was detailed to remove the accumulation of trash and remnants of box lunches from the front section of the aircraft and they did so with an enthusiasm that aroused the curiosity of Tiger crew members. It turned out that the youths looked upon their task as a bonanza and carried the spoils behind a lean-to near the landing strip where they devoured left-over sandwiches and pastries with uninhibited zeal.

The remaining leg to Australia was an uneventful 10-hour flight across the Indian Ocean to Perth, Australia where fuel was taken on for the last leg to Woomera in the south central barren lands of the continent.

Forsaken Land

If the Deity set out to forsake any portion of the globe, or if it was anticipated in the beginning that certain areas would be ideal for missile launching without fear of harm to life or foliage, then Woomera was given special consideration.

The terrain is reminiscent of the blue cheese surface of the moon. The soil is a rust colored sandstone and the barren plains are dotted with vast lakebeds of salt.

Officials at the joint Italian-Australian missile launching project site were naturally reluctant to discuss details of their work



Unloading Missile Parts at Woomera

and for obvious security reasons forbade picture taking in the area.

Project personnel offloaded the Fiat parts and the special rocket booster with a heavy duty crane and a forklift. In less than three hours the aircraft was airborne bound for Brisbane and the last rest stop prior to the return to Los Angeles.

In diametric contrast to Woomera, Brisbane is a virtual semi-tropical paradise nestled at the foot of a range of verdant hills, washed by the gentle blue-green waters of the Coral Sea and fanned by the soft 80 degree ocean breezes.

Bed at Last

Refueling and a quick maintenance check of the airplane, showers, food and comfortable bed rest in an exquisite 19th century Brisbane hotel for the crew and all was in readiness for the long trip home.

Unfortunately the hectic schedule provided no time for sightseeing and the Brisbane layover marked the third time in seven days the crew had taken enough time away from the airplane to climb into a bed.

With a full load of fuel the CL-44 departed from the Antipodean paradise for Honolulu, 12 hours away on the first leg of the long ferry flight home. Another fuel stop in Honolulu, and 40 minute lunch and the last lap of the round-the-world flight was underway.

The aircraft landed at Los Angeles International airport at four p.m., September 20th, 190 hours and 75 flying hours after departure from Newark seven days before.

Routine Operation

For the crew it was a routine operation and for the uninitiated it was eloquent testimony to the trite truism that "it is indeed a small world."

It also illustrates that no spot on the globe is too remote to participate in international trade and that airfreight makes it possible for world-wide pickups and deliveries of goods to be measured in terms of hours, rather than the days and even weeks that has become the acceptable yardstick by traditional surface methods.

Myer Feldman Named Tiger Director



Robert W. Prescott, president of the Flying Tiger Line, announced the election recently of Myer Feldman as a member of the airline's board of directors.

Feldman is a member of the Washington law firm of Ginsburg and Feldman.

Feldman formerly was deputy special counsel to the late President Kennedy and counsel to President Johnson. He also formerly served 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.

Tiger 707 Program Approved by FAA

A program geared to more rapid advancement of scheduled repair and overhaul times on engines and associated systems of the Flying Tiger 707 aircraft has been given Federal Aviation Agency approval.

Jim McLachlan, vice president of maintenance and engineering said the program is known as the Propulsion System Reliability Program on the Boeing 707 aircraft and consists of the surveillance of the 707 propulsion systems relative to in-flight engine shut downs, flight delays and other data pertinent to the efficient operation of the aircraft.

The Analyst section of the Engineering and Quality Control department staff has been increased to fulfil the requirements of the necessary monitoring.

The program will result in substantial economic benefits to the airline, McLachlan said.

Personnel involved in the program are: Cliff Lockerby, analyst who transferred from the flight line and replacement foremen: H. Radamacher, A. Freitas, J. Bour, S. Morris, A. Mancini and H. Van Vliet, (electronics).



*By Robert Prescott
with best wishes - Lyndon B. Johnson*

TOP LEVEL TALK. President Lyndon B. Johnson, right, is photographed here in an informal chat with Flying Tiger President Robert W. Prescott and Tiger Director Myer Feldman. Note President Johnson's signature at the bottom.

Gain and Contribute

TIGERS PARTICIPATE IN CONFERENCE

Flying Tiger maintenance and engineering personnel will attend the 1966 Air Transport Association Engineering and Maintenance Conference at the Century Plaza Hotel, Los Angeles November 17 and 18.

Tiger Vice President of Maintenance and Engineering Jim McLachlan said the airline is in a position to contribute as well as gain from the conference which will study "Planning for Airline Maintenance in the 1980's."

McLachlan said the conference will concern itself with three main areas:

"In terms of the planning that has to be done for manpower, skills, facilities, and the improvements in technology needed for larger, more sophisticated airline fleets, 1980 is just around the corner.

"From current knowledge and past experience, the airlines have identified what they will expect in tomorrow's aircraft. This session will compare these expectations with current state-of-the-art in de-

sign and manufacturing, assess what remains to be done to get improved airframe design and maintainability.

"Matching higher power and more efficient performance with greater reliability and easier maintenance demands foresight, ingenuity and effort by both manufacturer and user. This session will outline the problem and identify the action that's needed now to get ready for 1980."

Adequate Insurance Covers Damage Claims

A District Court ruling in San Francisco in which the Flying Tiger Line was held liable for damages in a 1962 Saigon-bound military plane crash will not subject the airline to any substantial financial loss because of insurance protection Robert W. Prescott, president of the airline said.

Prescott said insurance carried by the airline would prove adequate to meet any claims which would arise out of the crash.

THE
FLYING TIGER
LINE

7401 WORLD WAY WEST
LOS ANGELES INTERNATIONAL AIRPORT

TIGER TALK

PUBLISHED BY AND FOR EMPLOYEES OF THE FLYING TIGER LINE

VOL. 28, NOS. 8-9

SEPTEMBER-OCTOBER, 1966

Creator of Shark's Teeth Symbol for Tigers Returns to Fold after 20 Years



Erik Shilling

In the steaming jungles of Burma somewhere near Tongu, a handful of American flyers were having a quiet Saturday dinner party with a Catholic missionary.

As the evening wore on they exchanged stories and the missionary began to tell of his experiences working among the Japanese fishermen. He told of the superstitious fear these simple people had of the shark, and how this deadly marauder of the deep would wreak havoc with their nets and their catch and could sometimes spell the difference between poverty and plenty.

One among the group attached special significance to this story and an idea began to form in his mind.

The following day while the others were playing baseball, the blond, blue-eyed fellow sketched the mouth of a shark on the

fuselage of his P-40 and before he was finished had attracted the attention of the rest of the group.

The artist was Erik Shilling and the gallery was the American Volunteer Group which was operating as a fighter squadron for General Claire Lee Chennault in the China-Burma theatre.

That very day they approached Chennault with the idea of adopting the symbol as a squadron trademark. Chennault pondered a moment and decided the idea was so good he would adopt it as the official insignia for the entire group.

That was the birth of the trademark of the Flying Tigers, which has been a legend of American Aviation heroics for 24 years.

The author of this insignia has seen a good deal of the world in the intervening years but he finally came home to roost

Continued on Page E

Heroic dog . . .

Dachhund Saves Mistress' Life

Gretchen, a 13-year-old Dachhund died a heroic death taking the deadly strike of a five-foot rattlesnake that may have been marked for his mistress.

Gretchen was the loyal house pet of Eta Baedeker, a 20-year employee and supervisor of the Tiger communications center, Los Angeles.

Mrs. Baedeker had been irrigating plants in the back yard of her home and had just stepped inside the open garage door to change from her yard shoes.

Moments later her husband who had been working in the front yard, picked up some garden tools to replace them in the garage. Both he and Mrs. Baedeker heard the dog barking and also a mysterious hissing noise

Investigating warily they saw a coiled rattlesnake inches from where Mrs. Baedeker had been standing minutes earlier.

The fire department was called and the deadly intruder measuring five feet and sporting six rattles was quickly exterminated.

The next morning Gretchen was missing and when finally located, she was drawing her last breath. An autopsy determined she had died of snake bite apparently received when she first discovered the reptile.

Had her owners known of the bite the previous evening Gretchen might have been saved. However, the fatal bite prevented a painful and perhaps fatal attack on her owners who otherwise would have entered the partially darkened garage.

Portland DSM Presents Award



SCALE MODEL of Portland International Airport, displayed at Swan Island during National Transportation Week Fair, won a first place award for The Port Of Portland. Air exhibits chairman Joe Ryan, sales manager for Flying Tiger Lines, presented a plaque to Commission president Howard B. Somers, right, during recent Port Commission meeting.

Lax Log

By Shelley Green

A big event happened in the life of ART SEYMOUR, Director of Flight Operations, on September 30th. His wife presented him with a S-O-N. The whole family is delighted. And everybody at FTL is delighted, too.

Add to the husband-and-wife teams now working at FTL the names of DENNIS and JOAN CLARK. Dennis is in Market Development, and Joan started to work in Revenue Accounting.

Saw ART UNDERDOWN, General Manager of Flying Tiger Air Services, on the freeway not long ago driving very carefully. Finally realized he had a brand new Chevrolet Caprice. Who wouldn't drive carefully??

LENORE ORLANDO, Exec. Secretary to V.P. Howard Jones, and EDNA GALES, Secretary to Art Meyer of Industrial Relations, decided to take up golf. At least they're taking lessons at Al Wagner's in Culver City. They're very enthusiastic — so everybody watch out!

The government audited the CREDIT UNION books a while back, resulting in a letter of commendation on the manner in which the records are kept, the rate of growth, etc., which makes the Credit Union Board of Directors very happy. Once more we know our money is in good hands.

ELMER COTE, Flight Operations Engineer, who used to shuttle back and forth in his own little plane between SFO and LAX, finally moved his family to a new home in Manhattan Beach. That's not quite so far to travel.

CHUCK OSBORN, messenger in Message Center, recently wed a beautiful Dane named Lene. They have an apartment near LAX and Lene works as a secretary at Data Pulse. May their marriage be long and happy.

DOROTHY PHILLIPS, Exec. Secretary to V.P. Wm. Bartling, indulged herself with a new Buick. She tried it out on a weekend to Vegas, and having attained the desired 1,000 miles, took it back to the dealer for a check. Now it seems almost every Saturday is taken up with taking the car back again for checks on the 1,000 mile check. Nevertheless, she's pleased with her "Skylark."

ELLEN BERRY, Clerk in Industrial Relations, competed in the Women's International Bowling Congress in Oakland recently, winning a bowling pin and a litter bag. She says it's the most expensive litter bag she's ever had!

When Deirdre Sullivan resigned there was quite a scramble to see who would take her place as Exec Secretary to V.P. Len Kimball. JUDY MERCIER was selected, leaving Paul Finazzo and Leo Stevens of the Sales Department secretary-less. Then LOIS PEREZ applied for that job, and now everything is set again. Success to them both.

Clipped Wings Contrast Aviation of Today and Yesteryear on Pacific Lift



Dixie, Del, Trudy and Marsha show wings to RWP

Aviation has made tremendous strides in the past 15 years, even from a woman's point of view.

Or especially from a woman's point of view, in the opinion of four Flying Tiger stewardesses who have first hand experience — both then and now.

Trudy (Trudell) Marechal, Del (Florzak) Stolier, Dixie (Hardman) Richard and Marsha (Eubank) Gast all began flying the Pacific Airlift for Tigers — back in 1951.

And as the night follows the day, their aviation careers fell by the wayside in the face of romance and all were married. Children arrived and were nurtured to a manageable age and the girls were stricken with an urge to go flying again.

Arrangements were made and earlier this spring they were enrolled in stewardess school to learn about the techniques of modern day flying.

Here is the way Trudy Marechal describes the experience: "In 1951, we flew DC-4's on the Korean Airlift. It took 72 hours round trip to Tokyo, stopping for crew changes in Honolulu, Wake Island, Guam. We had one stewardess and served box lunches to 40 or 50 passengers.

"In the beginning there was no stewardess school, no uniforms, no union and our flying hours were unlimited, sometimes to 250 hours per month.

"Our cargo planes were convertible to litter flights with: wounded, one nurse, two medics and an FTL stewardess."

The four former stewardesses who remained active in the Flying Tiger Clipped

Wings club during the intervening years found things quite different on their second tour of duty.

"School was very different. We had to check out on three different aircraft in two weeks and pass the test with 80 percent or better.

"After two weeks we received our wings and departed on a flight to Saigon with 165 passengers; five stewardesses and a check stewardess. The flight from San Francisco to Tokyo on a Boeing 707 non-stop is now 20 hours round trip and the conditions are delightful.

"The Boeing has five lavatories, two beautiful hot meals, taped music and all the comforts."

Their second tour of duty was brief but exciting, said Del Stolier. "And would we do it again if given the chance? — you bet we would."

Airlines Committed to Billions Worth of Planes

Stuart G. Tipton, president of the Air Transport Association said recently that airlines either have or are committed to the purchase of \$1.2 billion worth of cargo aircraft in the next two years.

The freighter fleet now consists of 55 aircraft capable of all cargo operation, plus 23 turbo props and 85 piston aircraft. These aircraft could develop 10 million ton miles of freight service daily or nearly four times that available in 1960, he said.

Project Concern Object Of Cormier's Flying Tiger Drive for Christmas 1966

TIGER APPOINTMENTS



Al Cormier and Adopted Son

Three hundred kilometers northeast of Saigon, at Dampao, in the Central Highlands at an abandoned special forces camp a team of medical practitioners is working feverishly to keep ahead of disease, pestilence, malnutrition and suffering which thrives among the Vietnamese and Montagnards of the area.

It is one of several Project Concern hospitals in Southeast Asia where relief is brought to the suffering and locals are trained by qualified practitioners to return to their villages to help bring some of the comforts provided by modern medical science.

In three months of intensive training the Village Medical Officers return to their hamlets to treat effectively, about 90 per cent of the common diseases plaguing their people.

With them in the villages Project Concern gives additional aid in the form of regular visits, salaries, medical supplies and additional training in the continuing fight against malaria, intestinal parasites, tuberculosis, malnutrition, pneumonia and dysentery.

What has this got to do with the Flying Tigers?

Nothing official — but Al Cormier, foreman of plant maintenance, LAX, has adopted Project Concern as the recipient of Christmas charity and he is asking the help of fellow FTL employees to gather appropriate material to be forwarded to the hospital.

For the past several years, Cormier has spearheaded a drive to gather items that will bring comfort to the needy in various parts of the world, and he reports tremendous response from Tiger personnel.

Last year FTL employees rounded up: 15 boxes of food; 28 boxes of toys and clothing; 2 small toy cars; 2 small bicycles and \$270 in cash for the needy children of Colonia Del Rio, Mexico.

Between November 19 and December 12,

Cormier will have barrels placed in strategic locations at the LAX general office and hangar area where employees can deposit their gifts to Project Concern. Personnel at the outstations are asked to Comat material direct to Cormier.

The crying need at Project Concern is for medical supplies, particularly band-aids, baby food; condensed milk and other food items. Cormier says almost any item that can be used in a sickroom will be a valuable contribution. The material will be sent COMAT to Saigon and forwarded to the hospital from there.

Project Concern was founded by Dr. Jim Turpin, a native of Ashland, Kentucky. Following a stint in the U.S. Navy, where his college education began in the V-5 program, Turpin enrolled in the College of Arts and Sciences at Emory University, Atlanta, Georgia. He graduated and continued his studies at Emory's Candler School of Theology. He switched to medicine and following internship and residency entered a general practice for five years in Coronado, California.

In Coronado, he had an active role in community life, serving on the City Council and teaching a Sunday School class at St. Paul's Methodist Church. The Sunday School class may well have been the launching pad for Project Concern, for Jim invited his adult group to "join me and let's do something about service instead of sitting here talking about it."

As a result of an on-the-spot inspection of conditions, Jim and the Sunday School class members volunteered their time and services to help with a medical clinic and school at Casa de Todos in Tijuana, Mexico. Today a much expanded clinic with many San Diego County doctors, nurses and others giving freely of their time, serves the Casa.

In November, 1961, Project Concern was incorporated in the State of California as a non-profit organization. It took less than a year to raise the support necessary to begin the first Project Concern medical clinics in the British Crown Colony of Hong Kong. An ever increasing circle of friends agreed to give financial support. The initial capital funds together with pledged contributions to sustain the work for two years were secured and in September, 1962, Project Concern was at work in Hong Kong.

Since that time, Concern has expanded its scope of operations to other points in Asia and the organization's plea for help was heard by Cormier on a recent visit to Saigon.

"I enquired around and found this to be one of the most well thought of institutions in the area," Cormier said.

"It has a reputation for making the best use of aid, whether in goods or funds, and there has never been a hint of any of the goods going astray," he added.

Tigers are asked to remember Project Concern, Nov. 19 thru Dec. 12.



Vice President of Ground Operations Joe Healy announced the appointment of James Hearn to the management group of the department as executive assistant.

Hearn comes to the Tigers with an extensive background spanning about 20 years in the truck freight industry. Particularly in the area of terminal management.

He will be based at Newark for about four months prior to taking up a permanent assignment in the general offices at Los Angeles.

Born in Louisville, Kentucky in 1925, Hearn joined the United States Army Air Force in 1943 after graduation from East Denver High School.

After the war he spent some time in Ogden, Utah as an aircraft mechanic before settling in Hutchinson, Kansas where he founded a trucking firm. Hearn's firm developed into a freight handling business agency for over the road trucks until he sold his interest and moved to Wichita. It was there that Hearn began specializing in claim prevention. He eventually became terminal manager for a large truck terminal which served metropolitan New York prior to joining the Tigers on October 1st of this year.

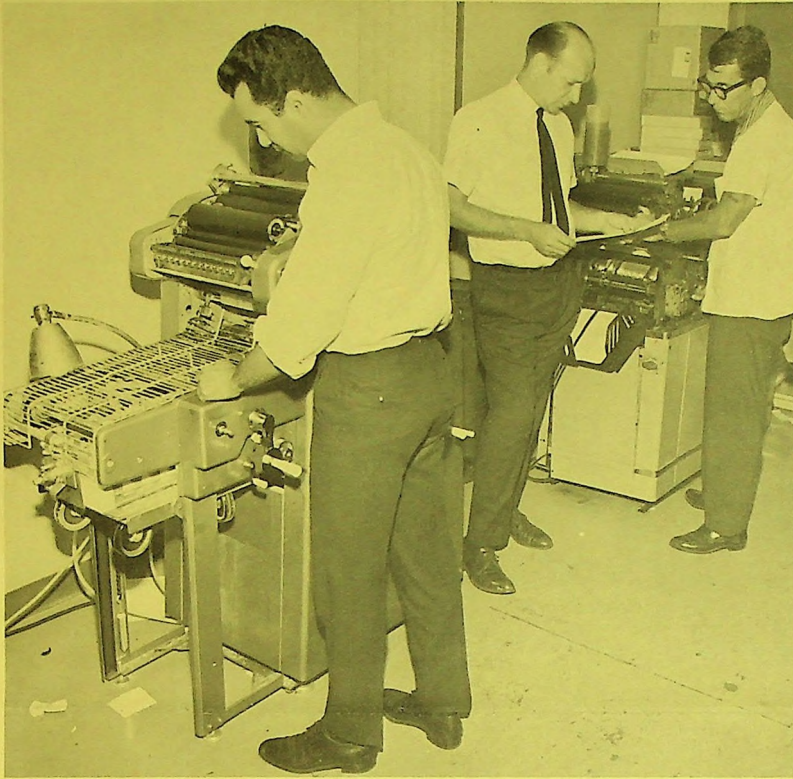
... other appointments

CHUCK STEEVES, appointed Director of Engineering and Quality Control; JOHN DEWEY, Director of Maintenance; JOE BAKER, Manager of Facilities and Equipment.

DICK SHAKLEE is now in charge of Far East Regional Office in Formosa; LEON JOHNSTON, supervisor material planning, LAX; WALTER LOEFFLER, supervisor material control, LAX; CALVIN KRAPP, foreman stores; LEW GRIFFIN, foreman stores, LAX; GENE CROMAN, foreman material records.

IVAN TOWLER, manager Eastern Operations, LAXGO; MAX OLDFORD AND DON MORRISSEY switched jobs — Oldford to Cold Bay and Morrissey to Travis Air Force Base.

YE OLDE PRINT SHOPPE OF WORLD WAY WEST



At 7401 World Way West, International Airport, Los Angeles, past the raindrop waterfall in the lobby . . . a turn left down the hall, is room number 181, The Print Shop.

It's a door like all others in the two-story building, similar perhaps to the books on a shelf. Each contains its own story and drama. And after opening the door-cover of the Print Shop . . . reading that *volume* in its entirety, the "reader" might possibly find himself in a dilemma over the nickname given to it: "The Paper Mill." Perhaps, after studying the content carefully, he may want to change that appellation to a more congruous appellation in keeping with:

"Through these portals, pass the most fastidious mortals."

Through those portals at 181, Richard F. (Dick) Snyder, welcomes the ever growing parade of "customers," seeking expedited and professional services that the Print Shop has to offer. Above the din of the two *offset duplicator* machines, each capable of producing 4,500 printed sheets per hour, is heard the voices of the demand. Snyder, the shop's supervisor, often smilingly acquiesces to those demands and the deadline time limits set forth. Or, like the wise shopkeeper, he advises the "customer" of various other methods that could prove more satisfactory.

"It doesn't move the airplanes," Dick

once said, referring to his department's output and product, and with a political cliché, he added, "but let the record speak for itself."

And so, the record speaks.

"The amount of printing business that the print shop produces annually in terms of pounds of stationery, supplies and printed forms shipped to outlying stations," Dick remarked, "would qualify the Print Shop for *Blocked Space* privileges." Reducing the amount of Print Shop wares, shipped annually, represents two full CL-44 loads . . . at gross load. Would you believe 1½? Believe the former.

Stretching out the point, as it were, a "conservative" figure given by Snyder in the output of the Shop, was an annual five and one-half million eleven and thirteen inch printed sheets. If all that paper were laid end-to-end, it would stretch from the Print Shop to Dodge City, Kansas. (no FT terminal there yet.) Equally, and for the benefit of the Eastern readers, that total represents in mileage, that from New York City to Minneapolis, Minnesota.

Possibly, the most traversed department of all, the Print Shop, under Snyder's management, is overseen by the Treasury Department of the Company, and directly by Controller, Rudy Valenta.

Valenta described the Print Shop as "an in-plant operation," signifying its importance to the company from an economy point of view. He said, "that such an

operation, with its limited capability, greatly offset the volume of printing required by the company." He further stated that, "the ability to control printing, gave the company the flexibility in that regard."

Quoting statistical records kept on the operation of the Shop, Valenta stated that "6,530,000 impressions," was the annual production of that section. A "first" at FT was the introduction of the *micro film* method of records retention. "Presently," Rudy said, "those records that are required to be retained for Federal and State Agencies, will be filmed," Valenta gave a brief review of the capabilities of the Print Shop, but finally he smiled, "it's here to serve the Company, and it's function is to serve everyone."

The accelerated pace, felt throughout the FT system, has also been felt by the Print Shop. To meet the growing demands set by that pace, Snyder has expanded his staff accordingly.

New faces of Dick Miller, Records Retention Clerk, doubling in the task of Stationery & Supplies, and Tony Morales, operator of a multilith machine, are seen among the *works* of the combined press-room, supplies storage, miniature warehouse and dock. But the "old" face of Arnel (Arnie) Carbonell, Offset Duplicator Pressman, seems ever present, upon entry into room 181. Arnie flits between the machines of the shop, applying conditioning chemicals to "plates" with one hand, while turning complicated dials of the presses with the other. Periodically, Arnie enriches the machine din with his virtuosity of song, rhythmically punctuating these with lyrical strains of his native Cuba.

And the presses roll on.

Dick Snyder, endowed with his staff expansion, carries the work of the Shop from sunup to sundown, and through the weekends. His tenacity to "catch up" with the growing demand is expressed in long hours and short spurred verbosity mixed in voice with the belied drawl of an Ohioan.

Martins Ferry, Ohio claims Dick as its native own. To the Pro Football fans, that site is recognized as being the home town of Lou "the toe" Groza. Dick began with FT in the Print Shop heading the Stationery & Supplies Section that saw various changes before settling back into the nest at room 181.

Soon, he became known as "Dick, of the Print Shop," with field personnel and members of the General Offices. Popularity, ability and availability were the plus factors on Dick's side, that eventually won him the title of "Manager, Print Shop."

As manager, Dick recalls two incidents, humorous at this time perhaps, but rather serious in scope at the time that these were presented.

"It was written on a Request for Printing Form," Snyder said. Within the various requests was, "Scratch Pads for Janitors."

"We try to fill every request presented

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Cupid Catches Cagey Tiger Capt. After Many Years of Single Rovin'



IT'S HAPPENED! Bride and groom leave the Las Vegas wedding chapel. Best man Bob Prescott in the center background. Lydia's mother on far left, and her sister and matron of honor, Mary Lynn Elliott, second from right. Duke Hedman can be seen just beyond the lady on the right.

Nobody thought it would happen, and not many knew about it when it did.

But — Dick Rossi did get married.

All of which proves that girls should never give up and that bachelors can be caught.

The girl? None other than Lydia Cowgill, Flying Tiger Stewardess and when you come to think of it, it's not too surprising that the stewardess gets the pilot. Not all the Clipped Wing girls are married to businessmen and attorneys.

Dick, one of the Tigers' senior captains and known to just about every employe in the airline, and his bride made the big break — the first time for each of them — in Las Vegas a few months ago.

There wasn't any publicity about it before the marriage and very little afterward. In fact, they promptly escaped to Mexico in a camper which Dick had purchased just prior to the merger. And there they remained for most of a month, whereabouts unknown to family or friends.

After which they equally promptly disappeared to the east, where Dick flew the El Al jet all summer across the Atlantic while his bride performed her stewardess duties.

Now they are back home in West Los Angeles in an apartment halfway between the Hunger Tiger Valley, where Dick is reputed to have more than an eating interest, and the Tiger base at Los Angeles International Airport, with Lydia fully returned to the role of housewife and pilot wife, which means waiting for the man to come home from that last trip.

Dick, a 20,000-hour captain and assuredly one of the most traveled captains in the far-flung Tiger operation, has been associated with the airline from its beginning.

As a member of the Flying Tiger squadrons in China during the war, he flew with such as Bob Prescott, FTL president who was his best man, Vice President Bill Bartling, captain or former captains such as Duke Hedman, Cliff Groh, Bus Loane, Tom Haywood and Catfish Raines, Vice President R. T. Smith in Washington, Colly Colquette and such CNAC or Hump pilots as Wayne Snyder, Ray Allen, Jerry Costello, Don Hassig, Howard Littlefield, Art Pendergast, Oakley Smith and Dick Stuelke, all of whom subsequently worked or flew for FTL.

Both an AVG or Flying Tiger fighter pilot and Hump captain, Dick and Bill Bartling share the record of most flights over the Hump. Dick's log is incomplete in one respect so it is a question of whether he or Bart hold it — more than 700 trips but there is no question about one other comparison — both have the same birth date, April 19, for whatever that means.

While flying to about every part of the world in his more than 25 years in the air, Dick who got his start in aviation as a Naval air cadet at Pensacola before the entry of the United States into World War II, finds time to serve as president of the peace-time American Volunteer Group, a position which he has held almost since inception of the peacetime organization at the end of World War II.

When the war ended, he continued to fly in China for General Chennault's Civil Air Transport, returning to the United States in 1949 to join the Tigers. But actually, in addition to being a war tiger, he also had been a key figure in the commercial airline which Bob Prescott put together at the end of the war.

Rossi was one of those who opened a cable in China one day in 1945 which read something like this:

"Put that drink in your other hand and write me what you're doing. I'm starting an airline and I need help, money even more than pilots. What'll I put you down for? Bob Prescott."

Rossi promptly cabled \$10,000 to become one of the airline's first backers. Some five years later, he came home to fly for it.

His bride, a Tiger stewardess for more than two years, has about 3,000 hours in the air, having begun her flying career with United Air Lines. Originally, she had mapped out a career as a commercial artist, a talent which she still practices now more for fun than money.

Lydia was born in Los Angeles, so her new home is really her old one.

Rossi, who is known from Calcutta to Cucamonga, upon being asked how it finally happened after these considerable years of single blessedness, quoted something apropos of Joe Rosbert, also a former Tiger, both in war and airline and now a hotel keeper in Majorca. Upon being asked to explain how some strange or unusual thing had suddenly popped into his life, Rosbert was wont to say:

"Well, it's just one of those little idiosyncrasies of life!"

... shark's teeth

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and a few weeks ago joined the commercial version of the Flying Tigers as assistant to Art Seymour in the Flight Operations department.

Still blond, blue-eyed and erect, Shilling now wears the lines of hundreds of thousands of flying miles on his face.

Born in Richmond, Virginia in 1916 he graduated from high school in Washington, D.C. and from there entered the United Army Air Corps as a flight cadet. When the call came for volunteers to Chennault's squadron in China he was among the first to sign and arrived in Rangoon, August 16, 1942 with the first group.

With the disbandment of the Flying Tigers in 1943 Shilling, along with Bob Prescott and others joined the Chinese Nationalist Air Corps and continued flying in that area.

In 1947 when Chennault inaugurated the Civil Air Transport, he joined that group where he remained until 1956. In that year he joined Swissair in Zurich and remained until 1960. Again he returned to Southeast Asia where he flew for Bird and Sons Inc. until he elected to return to the United States and join Flying Tigers Air Services.

Before he began training with FTAS he was offered the opportunity to remain on the ground and join the Tiger flight operations department.

He wears the contented look of one who has finally come home.

Hog Goes to Luau For the Last Time



There was this hog that went to a luau. He took a Flying Tiger flight from Los Angeles to San Francisco.

Only he wasn't a guest — unlucky for him — he was the entree.

It all started with a wish by Bay Area residents, originally from Hawaii "to do something" for Navy and Marine Corps patients, recovering from wounds suffered in Viet Nam.

The expression of this wish resulted in the largest luau ever held in the Bay Area. It was at the Oakland Naval Hospital at Oak Knoll, Sunday August 28, when 700 wounded combat victims convalescing at the hospital were treated to a Royal Hawaiian style feast.

Somehow the Leisure World Foundation of Laguna Hills became involved and through Mr. and Mrs. Phillip Fairchilds, of Cypress, Hody, a 300 pound porker was nominated to attend the luau.

The problem then arose of how to transport Hody to San Francisco. This was easily solved when FTL, also interested in contributing to the affair agreed to ship the hog on a regular Los Angeles to San Francisco flight.

If Hody had known what he was getting himself into he could have lived a fuller, but maybe not richer life, if he had made the trip by surface transportation.

Dewey, Coveney Dominate Golf

Ho hum!

John Dewey and Jack Coveney continue to dominate the golf scene.

This time it was the summer outing at Torrey Pines near La Jolla where 63 Tiger employes and their guests toured the seaside layout July 30.

Actually it was Coveney, FTL claims manager who posted the low net score of 67 with his 14 handicap, but Dewey posted the low gross 80 and settled for a net 71 with his nine handicap.

In the recent Las Vegas tourney, low gross honors went to D. Morano who shot a 36 hole score of 143 with a two handicap giving him 141. Bud Whitney won the low net award with 172 less his 32 handicap for 140. Guest with the low gross score was R. Buckley with 163 less 14 for 169.

RESULTS OF POLL RELEASED

"I don't agree with what you say, but I shall defend to the death your right to say it." — Alexander deTocqueville

Flying Tiger employees have spoken their minds, forthrightly and openly on the state of the company.

In a survey conducted by the Administrative Employees Committee, frank opinions on such topics as working conditions, salaries and benefits have been expressed and the results have been turned over to Robert W. Prescott.

Replies to the many questions in the opinion survey were compiled and submitted to the president by the committee head by Bob Cashman, chairman of the AEC.

In a statement to the employees Cashman said: "Because we believe the greatest pitfall in opinion polls is failure to take follow up action, we accept the responsibility of seeing that the results are not just buried in our files."

Typical of the questions asked are the following: "Taking everything into consideration, what do you think of your company as a place to work?"

Eighty-five percent of the persons an-

swering this question said: "It's a good place to work but I would like to see a few things changed."

Eighty-seven percent said they find their work interesting and 87 percent said they felt their talents were closely aligned with their duties. Thirteen percent said they were not.

While a certain percentage gave the company a poor rating in most categories the overall picture was one of satisfaction with some indications that changes were needed in certain areas.

A detailed resume of the results of the questionnaire was published by the AEC and posted on company bulletin boards.

Interviewer Appointed



Appointment of Joseph M. Lyons as employment interviewer was announced by Howard M. Jones, vice-president of Industrial Relations.

Lyons joins the Tigers after a background in the insurance field as an adjuster and in the administrative branch.

He was born in Mitchell, South Dakota in 1939, and graduated from Notre Dame High School in that center. He attended Northern State College, Aberdeen, South Dakota where he received a B.S. degree in the liberal arts. Lyons entered the business world after completing his reserve commitment with six months active duty in the National Guard.



MILES OF SMILES. Veteran aviation pals, Art Kelly, left, senior vice president of sales, Western Airlines and George Cussen, FTL vice president of public affairs are photographed together at a recent airline function.

print shop

Continued from Page D

to us," Snyder declared, and with certain imperativeness he pointed, "Look, I'm the manager here, and I don't print scratch pads for myself." The point that irked him entirely was, as he put it, "they didn't sign the form, they didn't give us the form number. I don't care what the order is . . . if the form number isn't supplied, I have to guess. Please don't make me guess." The form was returned to the sender with a request for the form number. No response ever came, according to Dick.

On another occasion, an afternoon, directly at the lunch hour, "a young lady came into the shop, and requested a bicycle . . . or at least the whereabouts of a place where she could get a bicycle," Dick laughed.

With sincerity, Snyder suggested, "Why don't you try a bicycle shop?"

"The young lady exited promptly," Dick concluded.

As he often does, when it's related to someone in his midst that Dick is a proud Dad of 6 daughters, he says "no problem . . . they're good kids," he continues with that same frame of mind in certain "minor" problems (and what other problems could there be?) of the print shop. It's often heard Dick telling an FT "customer," "no problem."

Virtually silent, except for periodic "pagings", the corridors along the main floor at 7401 World Way West, International Airport, L.A., exude a certain vibrato only in the vicinity of room 181, The Print Shop. From within, there permeates the story.

And the presses roll on.