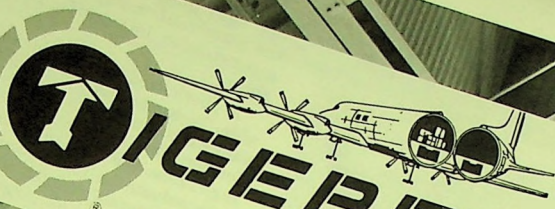


Vol. 29 — Nos. 7-8

JULY — AUGUST 1967



# TIGER REVIEW

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





**JUMBO JET ERA.** First of the airlines to turn the corner into the jumbo jet era is the Flying Tiger Line. Beginning in late May 1968, the first of these huge DC8-63F airfreighters are expected to join the fleet. It will be the largest aircraft flying at that time, 37 feet longer than the conventional DC-8.

**FAVORABLE RECOMMENDATION**

## Transpac Looks Promising

A recommendation that the Flying Tiger Line be awarded the first all-cargo air route across the Pacific has been made to Examiner Robert L. Park of the Civil Aeronautics Board by the CAB Bureau of Operating Rights.

The Bureau's statement of position follows the conclusion recently of extensive trans-Pacific route case hearings before Examiner Park on route applications filed by 18 airlines.

While Robert W. Prescott, president of Flying Tiger, said he was "elated" at the recommendation of the Bureau, he pointed out that it was "one of many steps that yet remain to be taken before final determination on a new Pacific air route structure is reached." These include primarily recommendations of the examiner to the Board, followed by further recommendations of the Board to the President,

with the final determination coming from the White House.

Describing the trans-Pacific routes as "among the most sought after in the world" because of the enormous traffic potential that exists in both passenger and cargo traffic, the Bureau, in its recommendation signed by Roy Pulsifer, its counsel, said the routes applied for "are among the fastest growing, most underdeveloped, least competitive, highest priced and most profitable international air markets in the world."

In recommending a broad expansion of service, the Bureau said the Pacific air market, as it is managed now, results in maximum "carrier and not public benefits."

In this connection, the Bureau pointed out that no all-cargo air route now exists across the Pacific and that the competition which a specialized carrier can provide "can lead the way to rate reductions and service improvements that will create an explosive expansion of the market."

Declaring that "Flying Tiger is the best qualified and the most logical choice — and presented by far the best case" in its application, Counsel Pulsifer said:

"Tiger has long experience in trans-pacific operations because of its Military Airlift Command activities and it has a strong domestic system. Moreover, unlike Seaboard and Airlift (the other two cargo applicants), it does not have intercontinental all-cargo route authority." Seaboard presently operates across the North Atlantic and Airlift to South America.

Pointing out that the Far East is the "only major area market in which a U. S. all-cargo carrier is not presently authorized to operate," Pulsifer commented:

"Cargo air transportation will grow at a significantly faster rate than passenger air transportation in the years to come if rates can be lowered sufficiently. (Fly-

ing Tiger proposed reductions of as much as 55 per cent in its application.) Such growth will not merely be the product of the substantial continuing increases in the pattern of trade, but will result from a penetration into traffic now carried by ships."

A specialized carrier, he said, will provide "a competitive atmosphere that will cause the combination carriers, U. S. and foreign flag, to respond by further reducing rates and upgrading service. Given rate reductions, the principal requirement of the overall market will be adequate capacity and an all-cargo carrier will be able to help meet that need."

In its application, Flying Tiger proposed to link its domestic system, extending from the northern Atlantic seaboard, through the midwest to all major west coast terminals, with a Pacific route that would provide direct, single plane service from the United States to the Hawaiian Islands, South Korea, Japan, Okinawa, the Philippines, Taiwan, Guam, Hong Kong, South Vietnam and Thailand.

The carrier pointed out that it would be ready in 1968 to serve this route with the first jumbo jets, a \$105 million dollar fleet of 10 DC8-63F airfreighters, flying daily schedules from Boston to Bangkok.

## Decca Omnitrac For Jumbo Jets

A \$1,500,000 contract to equip the new DC8-63F airfreighter fleet of the Flying Tiger Line with a complete automatic navigation system has been signed by the carrier with the Decca Navigator Co., London, and Decca Systems, Washington, D. C., E. A. Pinke, senior vice president — operations of the airline, announced.

Known as the Decca omnitrac navigation system, which includes both Decca Doppler and Decca Loran C aids, the installation will mark the first time the complete system has been applied to the entire fleet of an airline. Flying Tiger has ordered 10 of the McDonnell Douglas jumbo jet fighters and has an option on seven more of the \$10 million dollar ships. Delivery starts in May, 1968.

Besides automatic navigation, which is directed by a digital computer, the Decca system also supplies automatic flight control.

The system displays to the pilot, pictorially, his exact position in the air and orientation with the ground. Any track, however complex, can be flown, thus relieving the pilot of complicated computations. The system provides separate readouts to the pilot of estimated time of arrival, ground speed, bearing and distance to any selected point and steering information to maintain any desired course.

Pinke said the pin-point navigational accuracy which can be achieved with the system, especially on global operations, would lead to important savings in route mileage, with a resultant reduction in operational costs, as well as easing the burden of the cockpit crew in their routine flying duties.

**STUDIES INDICATE . . .**

## Infinite Growth For Air Cargo

What's ahead in air cargo in terms of growth? Two major manufacturers, who need to look at the future to determine what aircraft they can sell to airlines, have come up with some dramatic figures on the prospects for air cargo.

The Boeing Co., producing the 707 and looking forward to the 747, estimates that the domestic air cargo market will produce 2.5 billion ton miles of traffic by 1970, compared to an actual traffic figure of approximately 1.8 billion ton miles in 1966. By 1975, it estimates traffic should run 5.0 billion and 8.3 billion ton miles and by 1980, it forecasts a traffic range between 11.0 and 15.0 billion ton miles.

The Lockheed forecast is more optimistic, estimating 4.5 billion ton miles by 1970 and 10.7 billion by 1975.

# AIRFREIGHT CREATES ITS OWN MARKET

By ROBERT E. BEDINGFIELD  
*New York Times*

It is hard to imagine a company that can't give a better job to one of its most promising young executives because he is too much like the boss.

Wayne M. Hoffman, since 1962 the No. 2 man on the New York Central Railroad, doesn't have to imagine it.

On the Central, Mr. Hoffman isn't too much like his present superior, Alfred E. Perlman. Mr. Perlman, who will be 65 years old on Nov. 22, has long been recognized as the outstanding operating man in the industry. His entire background in transportation has been in operations.

Pretty soon, however, the Central is going to be merged into the Pennsylvania Railroad. The No. 1 man will be Stuart T. Saunders, Pennsy's present chairman. Mr. Saunders, a vigorous 59 years old, is very much like Mr. Hoffman. They are both lawyers and both know when to compromise rather than risk a deadlock.

While Mr. Hoffman is too much the diplomat to acknowledge it, railroad sources say that these similarities are the reasons behind his decision to leave his post as executive vice president of the Central on Sept. 1 to become chairman of the Flying Tiger Line.

Mr. Hoffman, broad-shouldered and 6 feet 6 inches tall, "always wanted to be a lawyer," he said in a recent interview. He was born in Chicago on March 8, 1923, the son of a Swedish immigrant who was an electrician on the old Chicago Rapid Transit System. The son was an outstanding student in high school, college and law school and was graduated in 1947 from the University of Illinois with a law degree and Phi Beta Kappa honors.

When he left law school, Mr. Hoffman recalled, he passed up all offers of jobs with leading Chicago law firms for one with the Illinois Central Railroad. "While the law firm offers were attractive for the training they promised, they paid only \$160 a month to start. The railroad offered me \$325 a month.

"That was dough I couldn't pass up. I had been married in January, 1946. Our son Philip, who was born the following December, was ill, and to cap it all when I started looking for a job all we had in the world was \$34.

At the Illinois Central, Mr. Hoffman was given a great deal of jury trial work to handle. "Being young and inexperienced when I kept winning cases left and right, the New York Central's law department in Chicago finally asked me to go over to them in 1952.

"They offered me a fantastic amount of money — \$10,000 a year. There was so much hierarchy in those days at the Illinois Central that it would have taken me years to earn that amount if I had stayed with them," he said.

By January, 1957, Mr. Hoffman was made an assistant here in New York to

*Not a shrinking Violet  
and not one to  
hold with tradition*



WAYNE M. HOFFMAN  
... a blizzard of calls

Central's vice president of law. The following year he was made an executive assistant to Mr. Perlman. One of the first assignments given to him by the Central president was to attack the railroad's passenger service deficit, then running at \$55-million a year.

Mr. Hoffman never has had any patience with holding to railroad traditions. This became painfully clear to many of his associates with years of service behind them, when he went into Mr. Perlman's office in the fall of 1958 and suggested that Central could reduce that \$55-million loss by at least \$11-million just by canceling its operating contract with the Railway Express Agency.

In the end, the Central didn't pull out of the express business. But its threat to do so resulted in a sweeping reorganization of the agency that recognized it must be operated on a money-making basis. Now, nearly 10 years later, all the railroads in the country are agreed that this is almost impossible to accomplish and they are looking for a buyer of the \$400-million operation.

It was shortly after he had first sentenced the Railway Express Agency to oblivion that Mr. Hoffman got another very unorthodox railroad idea. It was that the Central should help the Flying Tiger Line finance the acquisition of the first of its fleet of prop-jet air freighters.

"I talked to Perlman and explained to him that because the laws were so inhibitive I didn't know whether the railroads ever would be able to diversify into other

forms of transportation. But I remember telling him that if it ever did become possible that the future was in air freight.

"My reasoning was that it would create its own market. The very availability of it, I told him, would let the shipper do what he wanted to do. Rather than having to build his plants closer to his markets, air freight would allow the shipper to centralize."

Mr. Hoffman also pointed out to his boss that the competitive overlap between air freight and rail freight is relatively little, "because the rails are primarily geared for handling high volume commodities.

"I do think that air and transcontinental trucking, however, are extremely competitive," he observed, adding that he believes this would become more and more apparent as the new jumbo jetliners capable of carrying as many as six loaded highway trailers take to the air in the next few years.

The new Flying Tiger chairman said that since the announcement of his leaving the Central, he has "had a blizzard of calls" from shippers all over the country. In addition to congratulating him and wishing him well, Mr. Hoffman said, many of his callers have pointed out that they are large shippers by air freight.

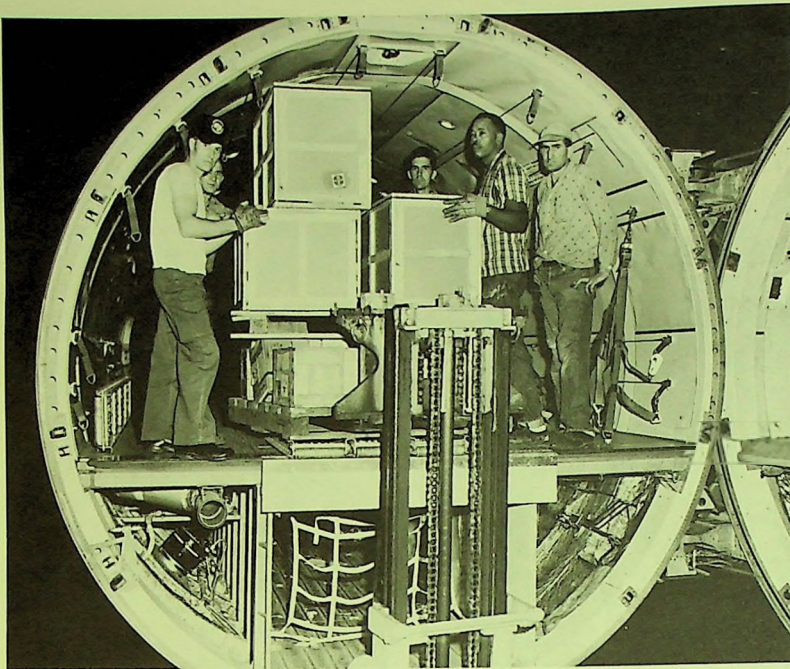
He acknowledged he was hoping some business would move to Flying Tiger because he was joining that concern. "But I would expect I could help them attract a lot of new business because I can help them do a better marketing job."

Mr. Hoffman and Flying Tiger's president and chief executive officer, Robert W. Prescott, have been "good social friends" ever since 1959, when the Central made its initial investment in the airline's debentures.

"I'm a flier. I've owned seven planes of various types and still have one today," he said. "And Bob Prescott has asked me time and again in recent years to go with him. I've had several offers of jobs in recent years, including one as president of a major Western railroad.

"But there is a fundamental difference between the job I would have if I stayed with the Penn-Central and what I will be doing at Flying Tiger. The job I would have if I stayed with the railroad would be a professional manager's job. The job that I'm taking with Flying Tiger is an entrepreneurial one."

Wayne Hoffman most certainly is a member in good standing of the Hoffman Fan Club. When the Central's executive plane recently ran into some turbulence over the Alleghenies while returning from the annual stockholders' meeting in St. Louis, and others in the plane expressed some concern, Mr. Hoffman in effect said, not entirely in jest, that he really wasn't concerned so much for himself, but he regretted the possible loss to American industry of a great young executive.



**TOUGH BUT OH SO GENTLE.** Chief reason for the excellent claims record of the Flying Tiger line is the care with which cargo is handled and tied down on the aircraft. Rugged equipment and steady hands handle tons of delicate pieces every night with a minimum of damage.

#### INDUSTRY PACESETTER

## Claims Prevention Pioneer

Pity the poor claims man.

Parakeets put the bite on him, monkeys escape from their cages and geraniums expire before his very eyes.

These are but a few of the incidents with which veteran Flying Tiger Claims Manager Jack Coveney has had to cope in his struggle to give the airline the best claims reputation in the industry.

Coveney recalls that his experiences with parakeets, monkeys, and geraniums weren't funny at the time, but they illustrate well the lessons the infant airfreight had to learn on the path to maturity.

"We discovered the hard way," said Coveney, "that parakeets are compulsive biters and have no trouble chewing their way through a cardboard container. This lesson was learned one day when an airplane landed at one of FTL's domestic points with a flock of parakeets flying aimlessly in the cabin. On the deck was a litter of lacerated cardboard containers."

Claims were paid on the birds cargo handlers were unable to recapture.

#### Mischievous Monkeys

"We discovered the hard way," Coveney repeated, "that monkeys are capable of reaching through the cage bars to unlock the doors of their captive companions."

A Tiger plane landed in Chicago one morning, several years back with a load of Asian monkeys consigned to a scientific study group. When the ramp men opened the side door of the aircraft they were met

with a herd of stampeding monkeys in search of wider horizons.

Claims were paid on those monkeys that defied recapture.

An eastern flower merchant became impatient with the Flying Tiger Line when shipment after shipment of west coast geraniums arrived yellowed and beyond recovery.

Investigation revealed the plants were in good condition at departure, in good condition on arrival at the eastern terminal, and the same trucker with the same truck made all the deliveries to the consignee.

Following this up, a Tiger representative discovered the truck had a leaky exhaust system which caused the premature demise of the geraniums.

Meanwhile claims were paid until the root of the problem was unearthed.

#### Pioneered Prevention

In spite of it all, FTL has pioneered claims prevention in the airfreight business and its consistent position as the carrier with one of the lowest claims ratios in the industry testifies to the care which has been paid this aspect of the enterprise.

Claims loss ratio is determined by comparing gross domestic airfreight revenues to net claim payments. In the past six years FTL has been consistently lower than the industry average, consistently under one per cent of gross revenues and with packaging and palletizing innovations

introduced this year, is shooting for a claims ratio of .7 per cent of gross revenues. This will establish the airline as the pacesetter.

Since airfreight is a new industry, little legal precedent has been established as is the case in surface transportation.

In simple terms, Coveney explains handling of a routine claim this way:

"When a customer is a victim of lost or damaged freight, he presents the airline with a formal claim. The claim must be lodged within nine months from the date shown on the airbill.

"In the case of lost or visibly damaged airfreight, the consignee notifies the airline requesting carrier inspection of the damage. If a damage free receipt was given at the time of delivery, the consignee must request carrier inspection within 15 days after delivery. Failing to do so relieves the airline of responsibility."

#### Representative Assigned

"An airline sales representative is assigned to inspect the problem and submit a report—two copies to Coveney and one to the customer. The claims department holds the report until a formal claim is filed and if everything is in order the claim is paid, based on the liability of the airline."

The airline has a liability of 50 cents per pound or \$50, whichever greater, except in the case where the shipper places a specific value on the merchandise.

"In this case," said Coveney, "if an invoice is produced verifying the price claimed, full settlement is made."

"The purpose of the declaration of value determines the limit of liability between the shipper and the airline."

A file on every claim is forwarded by Coveney to Paul Stokes, Tiger director of ground operations, after payment is made. He studies them individually and watches closely for developing trends.

If a pattern is developing which results in claim loss, Stokes dispatches Ken Warren a packaging analyst to make a thorough investigation.

A rash of claims broke out recently on shipments from Cleveland to Portland. Warren visited the shipper and the consignee and made recommendations for improved packaging. The result was complete elimination of the damage claims.

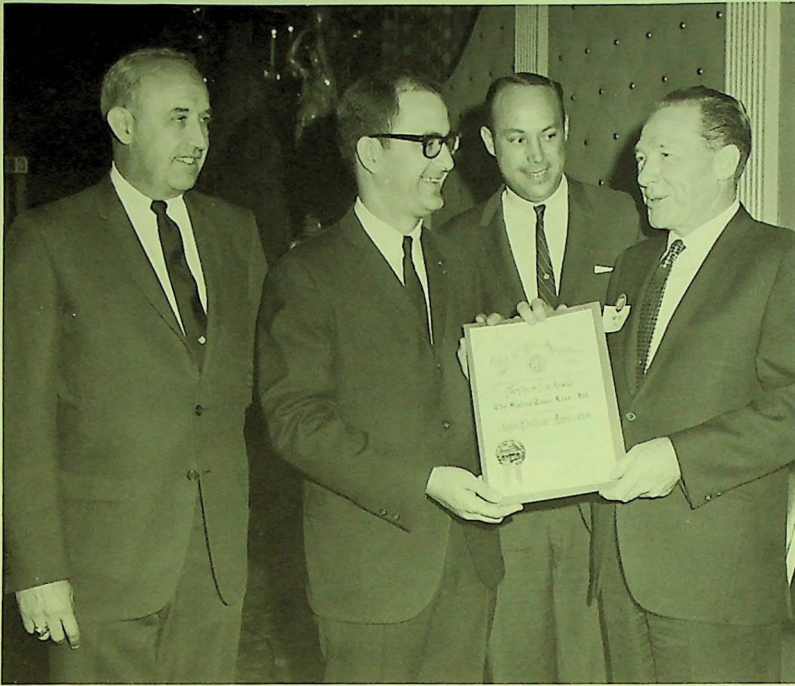
"Often claims can be prevented through close contact between the airline and the shipper on topics such as labelling, packaging and attention to detail," he said.

Coveney said composite shipments of several similar pieces can get separated and if all the packages are not labelled by shipper, it becomes difficult to identify them.

He also pointed out that theft has been the cause of claim loss from time to time but the airline works closely with the Federal Bureau of Investigation since most of the traffic is inter-state.

"It's not good enough, to just pay claims and forget about it," Coveney said. "We have been able to hold claims to the minimum because of the concerted campaign to investigate and root out the causes of loss and damage."





**MAYOR'S MERIT AWARD.** Mayor Sam Yorty of Los Angeles, presented a merit award to the Flying Tiger Line for contributing to the economic growth of Los Angeles. Receiving the award in New York are: Bob Nicholas, district sales manager, Newark; Jim Correa, manager import sales, and Bob Foley, station manager JFK.

**SEEK TECHNOLOGY**

## *Meat Prospect For Air*

Lower tariffs, perfected containerization technology and increased demand on both domestic and international markets will convert vast amounts of fresh meat and produce from surface to airfreight, in the opinion of Raymond D. Keiser, Flying Tiger Manager of Marketing.

Keiser said Flying Tiger was busy researching all the possibilities of increased traffic in preparation for the arrival of 10 DC8-63F Jumbo Jet airfreighters which must be kept flying at capacity.

"With the arrival of this aircraft in 1968," Keiser said, "we expect a more attractive rate structure and refrigerated containers designed for fresh meat and produce will be on the market."

He said meat makes particularly good freight because of its high density (15-20 pounds per cubic foot) and high value ranging from \$1 to \$2 per pound.

He also said the federal government is encouraging export of these items because of surpluses piling up in this country.

In support of this Keiser quoted Secretary of Agriculture, Orville Freeman, who said: "Export markets for tomorrow are going to be even more important to the farmer than they are today. We have reached a point in our own domestic markets where growth is primarily dependent on population increases."

Flying Tigers pioneered the shipment of California strawberries to the east coast and were the first to consolidate a load of strawberries and Hawaiian pineapple for

shipment to Europe before Easter 1966.

Strawberries sold to eastern markets during the winter months is now a mass market item due to the large quantities shipped from California. Berries shipped to Europe are still considered a gourmet item in view of the limited quantities and relatively high tariffs.

Keiser also mentioned Maine lobster shipped from Boston to seafood specialty restaurants in Los Angeles, and salmon from Seattle to the east coast as other illustrations of fresh foods shipped by air.

He was also enthusiastic about shipping vegetables by air domestically, but so far this has been on a special item basis due to the relatively low cost per pound of such items as potatoes, carrots and peas.

Keiser said many of the traditional problems which have plagued the carriers will be overcome with advanced technology and will give shippers confidence to put their products in the air.

Most perishables, he said, are alive when shipped and the rate of deterioration is increased from two to three fold for each 18 degrees fahrenheit rise in temperature.

The destructive processes, which are implied in the term perishable, begins when the fruit or vegetable is picked and these processes cannot be stopped, Keiser said.

"They can, however, be slowed to the point with various methods of atmosphere and temperature control so the shipper has time to get his products to market before the commodity becomes unusable."

He also referred to the arch enemy of the produce shipper known as "roller bruising."

"This occurs," Keiser said, "when the weight of fruit in containers will squeeze and bruise fruits lower in the container."

"At present," he said, "no satisfactory method of completely averting this damage has yet been devised for large bulk bins in transcontinental shipment."

Keiser said he was confident these problems would soon be ironed out and combined with the lower costs of the huge jet aircraft soon to appear on the market, fresh fruit, vegetables and meat would become regular air travellers.

## *Capt. Oakley Smith Training Director*



**CAPT. OAKLEY SMITH**

Appointment of a Director of Training and increased supervisory staff throughout the system have been announced by A. F. Seymour, Director of Flight Operations for the Flying Tiger Line.

In announcing the appointment of Captain O. M. Smith as training director, Seymour said the entire training program is being bolstered to handle present and future training requirements.

Capt. Smith was formerly chief pilot for FTL at Newark and has been active with the airline for 17 years.

The Flying Tiger Line is gearing up its training program for the arrival of a fleet of 10 DC8-63F airfreighters in 1968 and has added assistants to the chief pilots and other supervisory personnel at each of the airline's domestic bases, Los Angeles, San Francisco and Newark.

Seymour said a Chief Flight Instructor will also be appointed and the position of Simulator Manager has been created and will soon be filled in connection with the airline's acquisition of a DC-8 digital flight simulator now being constructed.

T. C. Haywood will continue as supervisor of flight operations publications and ground training and Captain Jack Martin will continue as system chief pilot.

# AIRFREIGHT TAXIS CAN SAVE A DAY

The toughest leg of an air cargo shipment from New York to San Diego is the last 150 miles on the freeway.

Some enterprising small aircraft operators did some speculating recently on the inconsistencies which arise when a comparison is made in the time lapse between the east and west coast and the trucking time required to deliver the freight from the airport to the consignee's dock.

From New York to San Diego a shipment can be transported by air as far as Los Angeles in about six hours. It then takes anywhere from four to eight hours for the remainder of the journey and this can put delivery into the second day.

Similar problems, relative to the distance, exist to many off-line points.

A particular solution is offered by air taxi operators who are now delivering shipments, not exceeding 1,400 pounds, in light aircraft like Cessna's, Pipers, or Cherokees and working to make it pay.

Flying Tiger officials are enthused over the service performed by Air Parcel Delivery, instituted and operated by Don Blessing of Orange County and his single engine Cessna.

Blessing picks up from Flying Tiger and other airlines and transports rush shipments to Orange County where it is distributed to consignees in the area. The rates are the same as the trucks and in many cases spell the difference in providing the immediate delivery required.

## ACI AUTHORITY

Blessing, operating with Air Cargo Incorporated authority, began his service more than a year ago. He guarantees same day delivery on shipments that arrive late in the forenoon and miss regular trucks to Orange County.

His aircraft, a Cessna 206, will handle 1400 pounds of freight and the doors are specially designed to handle large crates. As an example the doors are capable of handling crates 3' x 3' x 4' or 2' x 3' x 10'. The freight is distributed from the Orange County Airport by Norco Delivery Service which meets Blessing's plane on arrival.

APD has almost eliminated deadheading by accepting freight in Orange County for shipment out of Los Angeles, which allows additional economy and a more profitable operation.

Blessing is currently hauling more than 13,000 pounds a month between L.A. International and Santa Ana, but claims his payload capacity can be 50,000 pounds a month based on 20 trips a month.

R. W. Nielsen, who has been associated with Flying Tigers for about 15 years has inaugurated "Flying Pickup" for the expedited or routine movement of freight, documents or other materials between Los Angeles International Airport and any local airport or landing strip 20 to 500 miles away.

Nielsen began his association with FTL



**AIR TAXI FLEET.** These small aircraft stand ready to transport critical pieces of airfreight from the huge transcontinental freighters to destinations near other airports in Southern California. Airfreight Taxis are developing as an answer to the snarled freeway systems in metropolitan areas.

at Long Beach in 1952 when he launched Comet Service, acting as the airfreight representative in that area.

Flying Pickup, which is an outgrowth of Comet Airfreight Service, depends largely on the Cessna 206 Super Skywagon which can carry a useful load of 1595 pounds. Double cargo door opening is 42" wide, and 38" high.

Commenting on Comet's new service, Nielsen said: "It seemed apparent there was a need for a more flexible and expedient method of transporting materials between the more than 150 local airports in the area."

Tri-Aviation, a fixed base operator, with a background in air-taxiing people is branching out into the cargo field.

Bob Edwards manager of the firm says his people have spent a year researching the possibilities of air cargo and are now prepared to invade the market. Tri-Aviation's immediate target is the Los Angeles-San Diego leg. Edwards says the premise on which his firm bases its reason for being is the difficulty in transporting goods on the surface through the traffic snarls and the continually increased traffic on the freeways.

Says Edwards: "Unfortunately the transit time including transshipping between Los Angeles and San Diego often reaches up to eight hours.

"The solution could be in faster ground handling, more surface vehicles and extension of California freeway networks.

However, freeway extensions and additions do not appear to be the answer. Officials estimate the vehicular increase will surpass the freeway capacity by 1970 and turn the freeway systems into massive parking lots during the peak traffic hours.

"So it seems," said Edwards, "The only real solution is to fly over the surface traffic and to eliminate the bottleneck created at the airport due to excessive recovery and turnover times, which collectively, can run three, four or more hours."

Here is what Edwards proposes as the plan his company will institute to cope with the situation:

- Provide a fleet of light cargo modified aircraft, each to hold up to 1,400 pounds of freight with reserved space commitments.

- Provide frequent pick-ups at airport offices or terminals, one-half hour prior to flight departure.

- Deliver the airfreight to consignee in San Diego within two and one-half hours of receipt in Los Angeles and the same from shipper in San Diego.

- At competitive rates.

Edwards said full insurance coverage comparable to airlines and advance telephone notification to customers in San Diego is included in the service.

It's a little early to tell, but judging from the enthusiasm of these embryonic enterprises a new star may be born in the transportation galaxy.

FLY AN CDP MGW MHP AVY UV DOV CBE WSP  
 47 3/4-3000 3/4 7s42 1/2 5s40 5/8 56 2s46 7/8 4s43 5s78 55 1/2 5s49 7/8 10 5/8 80 3/8-90 5/8 1/2

## McDonald Named Maintenance VP



J. F. McDONALD

John F. McDonald, a veteran of more than 27 years in aircraft maintenance, design and engineering, will join the Flying Tiger Line September 1 as Vice President of Maintenance and Engineering, Robert W. Prescott, President of the Company, announced.

McDonald will be responsible for developing maintenance and engineering systems in preparation for Flying Tigers' acquisition of the DC-8-63F fleet which will begin arriving in early 1968, in addition to management of the airline's world-wide maintenance operation with the current fleet of Canadair CL-44 Swingtall and Boeing 707-349 aircraft.

He comes to the airline after a distinguished 15-year career at Lockheed Aircraft Corporation where he has developed and supervised maintenance systems for a wide variety of aircraft, including the YC-130, the F-104 fighter, Electra, the Constellation series, and most recently he headed up the System Assurance division for Lockheed's SST proposal.

Born in England, McDonald was educated at Huish and Yeovil Schools in Somerset. He later served as an engineering apprentice at Westland Aircraft Ltd. and graduated as a mechanical engineer from the Yeovil Technical Institute in 1938. He was elevated to Chartered Engineer on the United Kingdom register prior to joining British Overseas Airways as a designer in 1940.

During this period he completed a management course at Bristol University, and in 1942, was assigned to a Royal Air Force base in Scotland where he super-

**NOW TRADING**

## Flying Tiger On Big Board

The common stock of the Flying Tiger Line is now trading on the New York Stock Exchange.

Effective date of the switch from the American Stock Exchange to the Big Board was August 7.

The stock will continue to be traded under the ticker symbol, "FLY."

A total of 4,538,138 shares of common stock is outstanding. Authorized common stock totals 10 million shares and the air-

lined special wartime emergency operations to Sweden and Russia.

Following the war he returned to BOAC at Hurn, England where he was involved in the modification of large military bomber aircraft to passenger configuration.

In 1946 he was selected as part of a management team to establish a base at Dorval Airport, Montreal for the operation of the first post-war commercial service on the North Atlantic using a fleet of Model 049 Constellations. In the same year he was assigned to Lockheed at Burbank as part of an aircraft acquisition team. Other duties with BOAC included handling all developmental problems for a total fleet of Constellations and was later assigned responsibility for engineering liaison and specifications for Boeing 377 Stratocruiser acquisition.

In 1952 he joined Lockheed in Burbank where he was immediately assigned to form a small group to feed operating and maintenance experience into the design proposal drawing board work. This is believed to have been the first function of this type in the aircraft industry.

In addition to his maintenance systems development function at Lockheed, McDonald has written a number of technical papers which have contributed significantly to the literature of maintenance and engineering.

line has approximately 14,275 stockholders.

Listing of the stock on the NYSE marks another financial milestone in a company which began operation 22 years ago on \$178,000 in capital as the nation's first all-cargo airline and is today a corporation with gross assets in excess of 150 million dollars.

In a ceremony welcoming Tigers to the exchange, Robert W. Prescott, president of the airline purchased the first 100 shares of stock traded August 7.

Flying Tiger becomes the first domestic all-cargo airline to achieve Big Board listing. Previously listed was Seaboard World Airlines, the nation's only Trans-Atlantic all-cargo operator.



NYSE PRESIDENT G. K. FUNSTON AND ROBERT W. PRESCOTT

The banner across the top of this page is a reproduction of the first broad tape recording the Flying Tiger symbol FLY upon its becoming a member of the New York Stock Exchange August.

FLY is the stock exchange abbreviation for the Flying Tiger Line.

The figure 47 3/4 indicates the first transaction of 100 shares at this per share price. These were purchased by Robert W. Prescott president of the airline.

The 3000 3/4 figure indicates 3000 shares were traded immediately at the opening market price.

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 LINE

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 Van Nuys, Ca 91402

# TIGER TALK

PUBLISHED BY AND FOR EMPLOYEES OF THE FLYING TIGER LINE

Vol. 29 — Nos. 7-8

JULY — AUGUST 1967



**WINNERS CIRCLE.** Proud winners of Peter Prescott Scholarship Awards are shown with their parents and Robert W. Prescott, Flying Tiger president. Left to right: FTL Navigator Howard Brown, Mrs. Brown and award winner Kimberly of Los Altos, California; Mr. Prescott; award winner Kathleen Baier and her parents Mr. and Mrs. Baier of Sun Valley, California.

## 2nd Annual Peter Prescott Scholarship Winners Announced at Dinner Ceremony

Winners of the second annual Peter Prescott Scholarship Awards were announced recently by Flying Tiger President Robert W. Prescott at a dinner at the Airport Marina Hotel, Los Angeles.

Recipients of the two \$1,000 scholarships were: Kathleen Baier, 18, of Sun Valley, California and Kimberly Brown of Los Altos, California.

Both winners were supported by exceedingly high performance records in high school and their scholarship applications were accompanied by glowing references from their teachers.

Miss Baier, a mathematics major in high school plans to specialize in math at San Fernando State College in preparation for a career in computer programming.

Sister Priscilla Phillips, one of her

teachers at Providence High School, Burbank, said: "Kathleen is a diligent and consistent worker. Another important asset is her ability to organize and use time to best advantage. This year especially, she has demonstrated this to me by the fact that she has been able to keep up well with her studies, function actively as a student body officer and in addition prepare and play a full length private piano recital under my direction."

She is the daughter of Elizabeth Baier, of revenue accounting LAX, and attended the awards dinner with her mother and father.

Miss Brown is the daughter of Navigator Howard Brown of San Francisco. She attended Los Altos High School where she distinguished herself as an art major.

(Continued on Page B)

### CHICAGO SLEUTH . . .

## Alert Rampserviceman Tracks Freight Thief

A bold freight thief was arrested in Chicago recently when he was tracked down after an 11-mile chase by Roger Mollenhour, an alert lead rampserviceman at the Chicago station.

Police said, Roger Gabrick of Schiller Park was apprehended with Mollenhour's assistance and charged with burglary when he was found with \$1,800 worth of merchandise from the Flying Tiger dock.

Police said Gabrick loaded 19 boxes of merchandise in a truck, including an auto air conditioner, tape recorders and clothing before he was challenged by an FTL employe.

Gabrick then jumped into the truck and sped away. He apparently became confused in the road network at O'Hare Airport and was spotted by Mollenhour who then gave chase.

Gabrick was arrested by a patrolman summoned by Mollenhour after an 11-mile chase into the city of Chicago.

The merchandise was recovered and Gabrick awaits disposition of the case in Criminal court.

## Scientific Wager Brings Big Return

Flying Tiger Punters turned out about 125 strong to the Hollywood Park race track July 22 when a special race was named in honor of the airline.

Big winner for the day was Chuck Snoke, manager of employment, who in-creasedly placed a half a yard on the beak of a steed named Sky Country and collected \$180 for his trouble.

Strictly a science player, Snoke was quick to see the relationship between the horse's name and the name of the airline. The fact that Willie Shoemaker was up gave him added courage for his conviction.

It was poetic justice for Snoke who labored long and hard to organize the event with racetrack officials and provide the outing for FTL employees.

## Tiger Employee Dies In Auto Accident

Elizabeth Elling, a 23-year-old Los Angeles maintenance records clerk was killed instantly when the car in which she was a passenger was in collision with another vehicle recently.

Miss Elling was returning home from a choir practice when the mishap occurred in an intersection near her home.

She joined the Flying Tiger Line in March 1966.

"She was a very enterprising and popular member of our staff and everyone of her associates at FTL was shocked to learn of her death," Chuck Steeves, senior director of engineering and quality control said.



**80 YEARS OF TOIL.** Twenty years ago the four women shown here joined the Flying Tiger Line and are still active in the company. Reminiscing about the early days of the airline in front of a display showing all the aircraft flown by the airline are left to right: Ursula Moriarity, Janet Olsen, Katherine Smith and Etta Baedeker.

## Twenty-Year Veterans Reminisce on The Trials and Triumphs of Growing Airline

A total of 80 years of fruitful labor has been compiled by four of the original female Tigers who joined the infant airline in 1947.

Each in her own way has contributed to the growth of the airline and they say in chorus, "We wouldn't trade the experience for anything in the world."

Together for a picture taking session were Katherine Smith, secretary to Peter T. Albert, vice president of marketing; Etta Baedeker, supervisor of communications; Janet Olsen, accountant cost accounting and Ursula Moriarity, switchboard operator.

Any discussion with these veteran tigers is bound to be rich with reminiscences and here are just a few they recall from the years gone by:

### ETTA BAEDEKER

"I can sum it up with 10 firsts I recall very vividly. I remember:

- My first shock, a teletype message which read, "one deadhead — R. W. Prescott. I wasn't so shocked when I found out what deadhead meant.

- My first ride in an airplane. It was a test hop on Christmas Eve over Catalina Island in a DC-3 that was being converted for Ali Khan.

- The first landing of the Budd Conestoga.

- The first Christmas party in the hangar at Burbank — it was real cozy.

- First picnic in Sunland Park.

- First certification when we stayed

around the clock for almost a week to clean up the work.

- First day on the switchboard and all pertinent telephone numbers were scrawled on a corner of the wall.

- The first flock of baby chicks rescued from claims. I took them home and raised them with tender loving care.

- The first locks put on all the telephones to prevent everyone from calling everywhere — but it didn't work.

- The first lady cargo handler.

- The first labor strike and a bullet came whizzing through the office window.

- The first stockholders meeting in the Burbank hangar.

- and there were many other incidents, some we would like to remember and others we would like to forget.

### URSULA MORIARITY

"My most vivid memory is my first trip to New York on Flying Tiger C-54. It was in 1948 and we left Burbank at 11 p.m., stopped in San Francisco and changed crews in Albuquerque and then on to Chicago. We stopped in Cleveland and Detroit and finally after 19 hours landed at Newark Airport. It's quite different from the six hour trip today."

### KATHERINE SMITH

My first recollection of Flying Tigers was one day at the bank in Burbank when two employees in line to cash their checks were discussing the possibilities of the checks bouncing . . . Also the day I an-

nounced to my various friends in the aviation world that I was going to work for the Flying Tiger Line and their unanimous opinion was — "Are you nuts — they won't be in business six months." And so 20 years later here I am.

Typing with woolen gloves on is quite a trick, but our first offices in the quonset hangar at Burbank were unheated and that winter was cold. Gloves and overshoes, and sometimes woolen slacks were quite the fashion for secretaries. Also the roar of the aircraft engines a few feet from your desk may have added to the atmosphere of "being in" in the airline world but it made hearing on the telephone somewhat difficult.

Then came the day when the office staff took a voluntary cut in pay to help keep the beloved FTL airborne — it was rough but we all felt that we "belonged" and it was all part of our life at Tigers."

### JANET OLSEN

She is referred to in the book *The Hungry Tiger* as "one who gave global orders to flight crews with practiced authority, but was in truth a mild mannered young lady."

She had joined the company at Mines Field as a girl Friday in flight operations and crew control. When the chief pilot was out on check flights or other business, which was often, Janet became the principal link in Burbank between the company and the flight crews.

These, with the advent in 1947 of the ATC trans-Pacific contract, had suddenly come to embrace not a few old friends and stockholders, but also strange pilots, flight engineers and navigators — even stewardesses — by the hundreds. Far from resenting having their lives scheduled by an officebound slip of a girl, most flight personnel regarded Janet as an indefatigable friend who kept excellent track of their flight time, and kept their wives informed of their expected return. Sometimes between her work in the office and the office work she took home, Janet's work stretched a full seven days, but it was her life and there seemed something about regulating a pilot's job that was all the better for a woman's touch. Men weren't the only ones who could be stirred by the romance of flight.

## Scholarship Winners

(Continued From Page A)

Melba Anderson, chairman of the language department at Los Altos and scholarship advisor to Kimberly said: "She was a respected member of her class because of her helpful, friendly attitude and because of her industry and ability . . . she was nominated by the chairman of the art department as the outstanding art student of the senior class."

Miss Brown plans to continue her art studies either at San Jose State or the University of California at Davis.

The scholarship program is open to all sons and daughters of Flying Tiger employees who have two years with the company.

# Female Flier to Revenue Accounting Management Post—Story of Betty Avery

It took her 19 years to do it — but Betty Avery carved out a managerial niche in a man's stronghold when she was named assistant manager of revenue accounting at the Flying Tiger Line.

She isn't the first to achieve managerial status, but it is the first time in history of the Flying Tiger Line that a woman has been made responsible for the supervision, direction and administration of upwards of 40 people.

Miss Avery first came to the Tigers in May 1948 where she accepted a job in credit and collections. She was there only a short time when she joined Frank Smith as part of the two man revenue accounting department.

"I've been there ever since and I've watched it grow to its present size of about 50 people," she said.

"In the beginning we handled a great many invoices for small amounts, but now it isn't uncommon to be involved with \$2 million worth of invoicing on any given day."

Miss Avery was born in San Francisco and moved to North Hollywood as a teenager where she finished high school and attended Los Angeles City College.

Early in 1941 she left college to work in a drug store, until she became intrigued with the idea of learning to fly. Abandoning California for Lock Haven, Pennsylvania, she joined the Piper Aircraft Company and began taking flying lessons at \$1.78 an hour. Her plan was to join the Women's Ferry Command and fly transport planes but somehow she wound up in the Women's Army Corps for the duration of the war.

When she re-entered civilian life, Betty said: "I took a job just for the sake of taking a job but soon discovered I would have to get into something with more challenge."

It was then that she enrolled in the Valley Business College and became interested in accounting.

Credentials in hand she set out to find a job and was referred to the Flying Tiger Line by an employment agency.

"Looking back on the first day I walked into that greasy hangar in Burbank it is hard to believe this company has grown into one of the major airlines of the world."

## BINGHAMTON

Binghamton customer service is now sporting a new look with the first woman to join the staff at this station.

She is Carol Jean Callahan, and the staff is looking forward to the female touch at the station. Carol comes to Tigers from Pratt and Whitney Aircraft where she was connected with the technical publications department.



BETTY AVERY

## NEW YORK JFK

First a few personnel changes.

Bob Foley made station manager at JFK, Bill Berryman from Seattle to JFK operations supervisor.

Greg Manna, senior supervisor, Joe Blyden, operations supervisor and Maurice Aubree, traffic agent recently completed cargo supervisor training at LAXGO.

Mechanics Willie Becker, Ed Havens and Lenny Suslewski are servicing the Boeing 707 on lease to KLM Royal Dutch Airlines. Recent station visitors were: George Zettler, director international sales; Ivan Towler, manager eastern operations; Jim Correa, manager import sales; Ron Clark, London sales, Neil Arnow, and Anita Okumura of Tokyo.

All sales personnel recently attended a meeting with Peter T. Albert, senior vice president marketing and Paul Finazzo, director U. S. freight sales.

As a matter of interest here is a brief rundown on JFK airport which is now reporting 1,500 aircraft daily handled by the tower. First commercial flight out of JFK was on July 1, 1948. The airport is comprised of 4,900 acres and provides employment for 33,380 people with an annual payroll of \$277 million.

Aircraft are operated on six runways, the longest 14,600 feet and the shortest is 3,000 feet. There are 20 miles of taxiway and 140 aircraft positions. 42 scheduled airlines fly into the airport, 23 of which fly all-cargo craft. JFK has 53 international freight forwarders and 217 International Air Transport Association authorized sales agents.

The busiest international airport in the world is a great place to go for a shoe-shine, a meal, girl-watch, see an elephant, get a haircut, pray, purchase a gift or spend a night.

You can even catch a plane there.

## PORTLAND

By Betty Jo Graves

The days of riots and roses are upon us and we are having our share of both.

Even our provincial little city is not immune to the summer explosion of human emotions. The sweet smell of roses is not sufficient to cover the bitter conflicts of man, but does help to neutralize the atmosphere.

The annual Rose Parade was held as usual in June with Mr. Spock of television fame as Grand Marshall. That star trekked all the way from California to delight the thousands that lined the parade route.

Bob Beckman, station manager, took his two boy teenyboppers to Germany on their spring vacation. Beer drinking is not restricted to adults only, a fact which delighted the two boys. If they were observed with foam on their mouth, it was not the dread hoof and mouth disease but good old German beer.

The PDX station held its annual picnic at Eagle Fern Park. Eagle Fern comes complete with tables, fireplaces, powder rooms and the legendary old swimming hole. The old swimming hole is surrounded by trees and rocks, keeping it shaded almost continuously. All members of the Polar Bear Club were very comfortable in its waters. The rest of us preferred to cool off from the inside out with refreshment from ye old beer keg. We started the revelry at about 11:00 A.M. and were all hot-dogged out by 7:00 P.M. Many world problems were solved and some were started — a successful day by any standard.

Vacations abound and two of our staff have already bounded. "Kelly" Verhelst, operations, spent a week with a sore thumb, bad fishing and an over-all miserableness. He has more vacation time coming and we hope the stars are in a more favorable position at that time for Kelly.

Dick Reichsfeld, sales, took his wife, his baby, his poodle and a tent and went to a scenic, dirty place called Detroit Dam. Dick discovered, camping with a baby and a dog, that in the great outdoors the air is clean but everything else is dirty. His trip puts me in mind of the first camping trip I ever took. I wasn't too hot for the idea to begin with. My husband went down to the river to get me some drinking water. There must have been 3,000 tiny, little, green crawling things in that bucket. I took one look at that and said, "Call me a cab!" And I feel the same way about it to this day!

## CHICAGO

The sales force and customer service at Chicago send good luck to H. Paul Rebscher, who just transferred from Chicago sales to join FTL flight operations at LAXGO.

Being closer to flying has been Paul's dream for quite awhile and we are happy to see him achieve his goal.

A baby girl, weighing in at nine pounds three ounces was born to Mr. and Mrs. Bill Shramek, Milwaukee sales, on Saturday, June 24. Mrs. Shramek is the former Pat Reilly, secretary to Lew Ayres, Chicago DSM.



**BOWLING RIVALS.** The first interline bowling tournament was held in Los Angeles recently between American Airlines and the Flying Tiger Line. The victorious AAL team from left to right: Art Warden, Joe Schneider, Jack Hauger, Walt Cullen, and Ken Pettibone. Flying Tigers bottom from left to right: Bill Auda, Stan Adams, Bob Heising, Chuck Snoke, and Bud Anderson.

## American Airlines Bowling Squad Beats Flying Tiger In Interline Contest

A bowling match between American Airlines and Flying Tiger Line that could be the beginning of an annual interline affair wound up in a resounding victory for American.

Organized through the efforts of Stan Adams, manager of revenue accounting, American Airlines and the American Machine and Foundry Corporation manufacturers of AMF bowling equipment, the tourney was held at Los Angeles in June.

"In addition to the opportunity to enjoy outside interests with our business competitors, the match was a pilot project," Adams said.

At Adams' request, AMF's general office supported this match by giving each member of the winning team a \$10 gift certificate and members of the losing team

received consolation trophies.

"This match will probably be expanded in 1968 to an airline invitational tournament to be held in Los Angeles and plans call for invitations to be sent to the General offices of all U. S. airlines urging their two best men's bowling teams to enter the match game competition," Adams said.

Adams expects the tournament to be held on a weekend and he feels that total pinfall rather than games won or lost will determine the standings.

### CLEVELAND

*By Jack Pierson*

The annual Tiger picnic was held this year on August 6, at scenic Bradley Woods — a part of Cleveland's metropolitan park system. The weather-man co-operated splendidly, as a perfect day dawned. Attended by some 45 employees — their wives and 35 of their offspring. Everyone enjoyed a day of picnic-lunches, refreshments, games and prizes, plus some baseball and horse-shoe pitching by the local ringers.

In the annual egg-toss, this year's winner — Supervisor Joe Williams and his wife Shirley edged out Terminal Manager Ray Laprocino and wife Helen by a yolk. In the grand prize drawing, winner of first prize, an AM-FM clock radio, was leadman Bob Pochedley.

Hats off to committee members Joe Williams, Linda Lemke, Ron Windt and Recreation Director Frank Marion for making it a big success.

### NEWARK

NEWARK annual picnic was held July 4th at the Old Cider Mill Grove, Union, N. J. There was more than enough activity going on such as pony rides for the children, badminton, basketball, horseshoe pitching and softball for the adults. In order to save face the score will not be revealed, however, ramp servicemen clobbered the office help in the softball game. One door prize, clock radio, was won by "Lucky" Jan Miller, Sec. Ground OPS, and that's putting it mildly for Jan won a mink stole March 8th. The other door prize, an Instamatic camera, was won by Vic Luciano, also of Ground OPS. There was a dance contest for which a prize of \$5.00 was won by Mr. and Mrs. Timmy Gerdes. Tim is a ramp serviceman. Music was furnished by the Impressions, a well-known group in the New Jersey area.

\* \* \* \* \*

Welcome back Bernie LaVigna, Timmy Gerdes and Tommy Nichols, all who have been out due to serious illness.

\* \* \* \* \*

EWR Personnel looking forward to seeing Jay Tufts, formerly of Binghamton, who has been appointed ADSM.

\* \* \* \* \*

There has been quite a change in Flight OPS personnel — Capt. O. M. Smith has been promoted to Director-Flight Operations Training in LAX from his position of Chief Pilot EWR. Capt. Carey E. Bowles has been appointed Chief Pilot with Capt. Larry Luccio Assistant Chief Pilot and Ed Herbert Assistant to the Chief Pilot. Capt. G. D. Riemer is now Check Pilot fulfilling Capt. T. E. Sullivan's position who was transferred to SFO as a Check Pilot.

\* \* \* \* \*

Mr. and Mrs. Skip Gee announce the birth of a seven pound two and a half ounce baby girl, named Rose Theresa. Gee, a lead ramp serviceman, said the baby was born July 10th.

### LOS ANGELES

The golfers were at it again July 30 when they tested the DeBell layout.

It is rumored this golf course which hangs precariously on the west slopes of the Burbank Hills was originally a sanctuary for mountain goats.

In spite of the terrain most golfers finished and many turned in respectable scores. Al Butler, a guest of John Dewey, senior director of maintenance shot 77-10 for a net 67 to win low gross and Al Kelly, Los Angeles maintenance carded 84-20 for a net 64 giving him low net honors.

John Baker of material control won the championship flight, Jim O'Donnell, jr., captured the first flight, Clarence Brown, LAX maintenance won the second flight and guest flight winner was S. Russell.

A heavy demand and a short supply of "Hungry Tiger" books on the history of the airline inspired newly appointed personnel director Dick Schlehofer to inaugurate a small lending library. A supply of books are on hand at the Industrial Relations department and copies can be borrowed on a sign out basis like a public library.

## Airline Tourney At Royal Dublin

The Royal Dublin Golf Club, Dublin, Ireland will be the scene of the second annual world airline golf tournament sponsored by Air Transport World magazine and Irish International-Aer Lingus.

A letter of appeal to Flying Tiger golfers was received by the Tigereview asking for participation by employees of this airline. Golfers interested in this tournament are invited to write directly to the nearest Regional Aer Lingus Irish International office or to Air Transport World.



**EDDIE HOLOHAN**, left and **George Cussen**, kneeling, present roller skates on behalf of FTL to boys in Juvenile Hall at San Fernando.



**ETTA BAEDEKER**, supervisor communications center Los Angeles receives 20 year award from **Bob Prescott** at company picnic.



**FIFTEEN YEAR AWARDS.** Awards presented by **Bob Prescott** to, standing left to right: **Dale Fogel**, **Chuck Steeves**, **Prescott**, **Tom Mitchell**, **Andy Formanack**, **Paul Stokes**, **Wayne Peake**, **Darrell Jewett**, **Conde (Red) Verheyden**.



**TWENTY YEAR AWARDS.** Awards were presented by **Bob Prescott** to, standing left to right: **Larry Ignasiak**, **Doug Duly**, **Bill Ice**, **Aldo Dipre**, **Bob Bennett**, **Etta Baedeker**, **Prescott**, **McGary Edwards**, **Don Conley**, **Al Penrose**. Front Row: **Elvin Taylor**, **Dick Yung**, **Johnny Munoz**, **Peter Markasich**.



**MARKETING SEMINAR.** FTL marketing staff participated in three-day seminar conducted by KLM consultant. Left to right: **Fred Enfield**, **Jim Correa**, **Pat McGough**, **KLM**, **Ron Herrmann**, **Noe Cadena**, **Sharlyn Nelson**, **Bob Vickery** and **Joe Puccia**.



**GOOD CATCH.** **Lenore Orlando** shows off catch on recent fishing trip organized by FTL employees. Assisting her is her boss **Howard Jones** vice president of Public Relations, and looking on are her father **Irv Unger**, right, and **Bonnie Barnes**, an FTL secretary.

# Personnel Director, Senior Engineer Bolster Flying Tiger Work Force

Appointment of Richard Schlehofer as Director- Personnel has been announced by Howard M. Jones, vice president of Industrial Relations.

Schlehofer comes to the Tigers with an extensive background in all aspects of personnel administration.

In the treasury department, Rudy Valenta, assistant treasurer and controller announces the appointment of Ralph B. Stout as assistant controller. He will be responsible for payroll, communications center and printing and stationery and

## SEATTLE *By Rita Ross*

July 16th was the big day for the FTL picnic here in Seattle. It was held at the Aqua Barn Ranch in Renton. We enjoyed swimming in the indoor heated pool, horseback riding, volley ball, baseball and topped off the day with a hayride! We had a real old fashioned picnic and the fried chicken was "Finger Lickin' Good"!! We had a very good turn out.

TIGERS Seattle welcomes a lovely new member, Miss Debbie Dunbar, in our operations department.

We salute two very fine young men from FTL - SEA who are now serving in the armed forces. They are: Jay Velie, who is now serving in Viet Nam and Larry Buxton, who is soon to complete his basic training. We try to keep in touch with our boys and forward copies of the Tigereview as often as possible.

Wayne Smith (ops. supervisor) is now in the process of building a gyrocopter (it seems like the best idea for beating the traffic situation). Last weekend he was involved in an auto accident, which completely demolished his car. No one was injured, luckily, but everyone was quite shaken. So until he gets a new car he will either have to ride his new Yamaha or hurry with his gyrocopter!!

Mr. Matthew Tearney (sales rep.) has had his problems lately. First his son, Steven, was injured while on a weekend outing. His injury required approximately 12 stitches (almost ear to ear, under his chin). Next the Tearneys were rudely awakened the other night when an explosion and fire erupted in the basement of their home. It did quite a bit of damage to the electrical system, but the fire was contained before spreading to the main floor.

John Geehan DSM has recently returned from a two weeks vacation looking a little suntanned and relaxed. The Geehan's spent some time on their island in the San Juan's. Mr. Larry Berry (sta. mgr.) also recently returned from his vacation looking a little sun burned and tired! The Berrys had a full schedule for two weeks, showing his mother, who was visiting from Boston, the sights of the beautiful Northwest. They traveled from near the top of Mt. Rainier to the depths of Westport on a fishing expedition.

will assist Valenta in various other functions.

Stout's experience includes 29 years in the surface transportation industry.

Also in treasury, Stan Adams, manager of revenue accounting, announced the promotion of Betty Avery to assistant manager revenue accounting. She replaces Warren Davis who was named assistant to Jack Coveney, manager of claims.

C. A. Steeves, senior director of engineering and quality control, announces the appointment of Bill McAllister to his staff as director of quality control. Steeves also announced the appointment of Jens Mathiesen to the engineering staff as senior engineer. Mathiesen is a graduate mechanical engineer with substantial experience on turbine powered aircraft, relative to structures, power plant, systems and components.

In maintenance, Bill Thompson, general foreman shops, announced the appointment of Joe Varga as foreman of the machine shop. James Elmore has been assigned maintenance foreman of the Detroit station.

## PHILADELPHIA

The annual picnic was held at the Lake Of The Four Fountains on July 16th. Al DelGrosso did all the cooking, which was, needless to say — DEEElicious!!!

Bob Naticchia and wife Sue were the champion Horseshoe players, and Barry Goekler tried to swamp him later while scouting about the lake in their twin Hydro-Planes. Barry also played hero to two damsels in distress when their motor conked out.

Jim Kelso and family couldn't make it due to his wife's recent operation. Dave Adolf left a portion of his family home too — Rufus. That's his St. Bernard puppy (still growing) who must weigh in now at about 160 lbs. Vince DelMarco seemed lost without a golf course in the vicinity.

Bob Griffinburg and wife entertained us with their daughter Susan who sang "How Much Is That Doggy In The Window." Dave's wife JoAnn sang a duet with her, but just couldn't hit the notes Susan did.

Tom Rickert was so proud of his girl that he introduced her and left 5 minutes later. Too many wolves in the area I guess. He just returned from a vacation of Sun and Surf. Tom surfs quite a bit and quite well at that.

Al DelGrosso returned Monday from a vacation of camping in the South Pennsylvania area and through West Virginia and Ohio with his family in their Nimer Trailer. He's still talking about all the wild life he saw during the trip.

Last week we were planning on changing our names to The Flying Bluebird. A stray parakeet wandered into our office and decided to buzz us all day. Many hours later, it was captured and Al gave it a home with his family.

## Message to Those Receiving the Tigereview about Those not receiving it.

From time to time employees claim they are not receiving the Tigereview.

This has been traced to three possibilities. On rare occasions a clerical error shows up in either the Flying Tiger data processing records or on the mailing list records of the firm that handles the mail distribution.

In some cases mistakes have been found on the P2 form recording an employee's change of address.

If you are not receiving your copy contact the public relations office and leave your employee number, name, address and zip code. With this information the error can be traced and rectified.

Leadman Jim Kelly suffered a near tragic accident recently when the car in which he was a passenger was struck from the rear by a huge truck.

The car was a total loss but Jim escaped with a back and neck strain and minor cuts and bruises.

It was reported that Kelly was returning home early June 5 when he pulled his 1966 Pontiac off the road so he could take a nap. While he was asleep a Nu-Car Carrier trailer slipped off the shoulder of the road, smashed into the rear of Kelly's car and flung it about 50 feet into an open field.

Jim has returned to work and is convinced that his injuries could have been much more serious, had he been sitting up rather than stretched out on the front seat.

Dave Adolf, operations supervisor at Philadelphia was out sick recently and spent a week in West Jersey Hospital. Seems that Dave started out with a slight cold and after five days at home was finally hospitalized for the full treatment. We all wish him well and a speedy recovery.

## ATLANTA

An Air Cargo Forum is planned for the southeastern area in early October and is to be held in Atlanta. Our DSM, Paul Perreault, has been elected to serve on a number of committees formed to coordinate this event. We feel "Tigers" is well represented, since Joe Healy, Vice President Planning and Research, is scheduled to speak on "Terminal Facilities." The attendance is expected to be near 500, which promises to be the best forum ever presented.

Recently, I had the occasion to fly from EWR to LAX round trip. Unfortunately, it was during the AVG Convention and I was bumped from every planned flight. However, I want to "THANK" a fine bunch of co-workers for their concern and helpfulness, especially LAX operation, EWR operations, and ORD Operations, and a "special THANKS" to Sandie Loshner (Customer Service ORD) and her family for a very fine evening spent with them.