



TIGER REVIEW

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

See The Story of Jimmy the Tiger on Page 4

EIGHT MORE CITIES SEEK ALL-CARGO SERVICE

All Intervene In FTL Domestic Route Case

Eight more cities are seeking specialist all-cargo service as new participants in the Civil Aeronautics Board hearing of Flying Tiger Line's application to expand its present domestic cargo service to 12 additional points.

FTL is actively supporting the petitions of the eight interveners.

Denver, Colo.; Kansas City, Mo.; Columbus, Ohio; Phoenix, Ariz.; Omaha, Nebr.; and Newport News, Hampton and Williamsburg, Va., have requested inclusion in the case which presently involves Charlotte, N.C.; Atlanta, Ga.; Norfolk, Va.; Nashville, Tenn.; St. Louis, Mo.; Oklahoma City, Okla.; Minneapolis-St. Paul, Minn.; Indianapolis, Ind.; Syracuse, N. Y.; Baltimore, Md.; and Washington, D. C.

Newport News, Hampton and Williamsburg, Va., together requested such inclusion and received FTL support to the extent that they may be served as a hyphenated point with Norfolk, Va.

At the time of the original filing for the 12 points, the Flying Tiger Line emphasized that since 1959 the volume of domestic airfreight has increased five times and by 1970 is expected to grow several times over the 1966 volume. In addition, the airline pointed out, only 19 domestic cities today receive specialized all-cargo service, such as provided by FTL, and rates applicable to non-all-cargo cities average 40 per cent higher than those offered at cities getting all-cargo service.

A detailed study of the competitive service, marketing and rate structures, as well as extensive economic data was employed to select the 12 cities FTL is currently seeking to add to its system. Application of the same study formula indicates support is warranted for the inclusion of the eight additional cities in the case, the airline said.

Another development in connection with this application is a landmark decision for Flying Tiger Line in particular, and for the airfreight industry in general. The CAB has granted the motion of FTL for a separate hearing of its application, which marks the first time the Board has established a specific proceeding to hear the application of a domestic all-cargo carrier to expand its service within the United States.

Previously, such hearings have been a part of cases in which both passenger and cargo rights were considered.



Signal Honor For Pole-Cat Pilots

Flying Tiger Line's system chief pilot, Jack Martin, is shown here affixing his signature to the American Geographical Society's 'Flyers' Globe, on which are charted the first flights that were landmark events in aviation history.

Martin, of course, captained the history-making Rockwell Polar Flight in 1966, when a Flying Tiger Line Boeing 707 flew around the world over both poles. He and the other pilots on the Pole-Cat flight signed their names to the globe while guests of the American Geographical Society at its annual awards banquet at the St. Regis Hotel, New York.

To have been asked to sign the globe is indeed a signal honor for Martin and his

fellow Pole-Cat pilots, for the Rockwell Polar Flight was only the second aviation 'first' in the last twenty years to have merited commemoration on the Flyers' Globe. The last pilot to sign it was Col. John Glenn, America's first astronaut.

The AGS's Flyers' Globe is nearly 50 years old and on it are the signatures of such distinguished pioneers as Lindbergh, Byrd, Post, Gatty, Chamberlain, Balchen and Earhart.

With Jack Martin (second left) as he signs the globe are (from left to right): Colonel Willard Rockwell, Captain Harrison Finch, Captain Fred Austin, Colonel Bart Balchen and Doctor Serge Korff.

FTL Urges Greater Latitude In CAB's Proposed Off-Route Charter Ruling

The Flying Tiger Line, in a commentary to the Civil Aeronautics Board on the board's proposal to liberalize off-route charter authority for all-cargo carriers, said it believed this step should be taken but even greater latitude should be granted to permit profitable operations in passenger service.

Three years ago, when FTL reported \$4.5 million in passenger charter revenues from this authority, the Board imposed its present limitation on all-cargo carriers' off-route charter volume. This limited such traffic to two percent of the airlines' scheduled mileage in the previous calendar year. Under the recent proposal, CAB would increase this permitted volume to twenty percent with a proviso that no more than ten percent be used for passenger charters.

At the ten percent level, FTL said it would not be worthwhile to make a serious attempt to offer passenger charter service. FTL noted on the basis of \$22.8 million of revenue which it produced in scheduled operations for the year ended September 30, 1967, it would be permitted only \$2.8 million in passenger charter revenues. Such limited volume "could not provide reasonable utilization of even half an aircraft for the year," the airline said.

So that it may be afforded the opportunity to earn roughly the same dollar revenue in passenger service which it earned in 1964, FTL said the Board's twenty percent limitation should be revised to allow all-cargo carriers to employ the full amount for passenger business, provided that no more than half is used in the area of operation of another all-cargo carrier and at least half originates or terminates at a point certificated to the carrier. In computing the volume limitation, the all-cargo carriers, at their own discretion, should be permitted to do so on the basis of revenue plane miles in scheduled service, revenue ton miles, or revenue dollars, the airline said.

Adoption of these more expansive terms would have a minimal effect upon the passenger charter earnings of the supplemental airlines, FTL assured the Board, since there has been a "tremendous increase" in such earnings by the supplementals over the past three years. FTL pointed out that, whereas in 1964 no supplemental recorded passenger charter earnings significantly exceeding \$5 million, six of the thirteen supplementals surpassed this charter earnings figure for the

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FTL's RADIO VOICE CITED

Tom Franklin (left) of radio station KFI, Los Angeles, and who is Flying Tigers' spokesman on the "Executive Wire" report, receives an Award of Merit for "his outstanding contributions to the business community" of Southern California. The award cites Franklin's daily, Tiger-sponsored "Executive Wire" specifically. Presenting the plaque is Brewster B. Gallup, President of the California Franchise and Business Opportunity Exposition held in Los Angeles. Franklin's show, now in its second year under the Flying Tiger banner, was the first radio business-report used by the Tigers for advertising. The airline now sponsors similar shows in ten other cities on its domestic system.

Better Investing Sees Tigers' Future Strong

Better Investing magazine, official publication of the National Association of Investment Clubs, featured the Flying Tiger Line in the cover story of its December issue.

Under the headline of "A Stock to Study This Month," the article described the growth of the airline over the past ten years, and concluded that the Tigers have potential for maintaining "a strong rate of growth in commercial freight."

Describing FTL as "an interesting investment possibility," Better Investing states that the carrier "is putting itself in a good position to profit from the growing airfreight business" through the purchase of 17 new DC-8-63F Jumbo Jets.

Better Investing reaches an audience of 105,000 readers each month.

Effective January 15, Flying Tiger Line's ground handling agency at Tokyo International Airport (Haneda) will be Japan Airlines. The service was provided by Northwest Airlines.

Healy Appraises Airfreight's Role In Future Economic Growth of Nation

Airfreight's role in the future economic development of our nation was placed in unusually broad perspectives by Flying Tiger Line's Joseph J. Healy recently.

Healy, Vice President of Planning and Research for FTL, touched on the impact the evolution of the airfreight industry is likely to have on the geographic expansion patterns of industry; on the formulation of a total national transportation system; and on the distribution patterns of national and international commerce.

In a thought provoking and stimulating address to the Industrial Development Research Council conference in San Francisco, the Tiger executive also took time out to level some forthright criticism at the airfreight industry itself. He called for a more realistic appreciation by the industry of its role in the total transportation picture.

"The airfreight industry has given an awful lot of lip service to the concept of total cost of distribution analysis, and the role it plays in it," Healy declared. "I invariably hear it referred to as the 'new, fresh approach' to the subject of distribution. I've been hearing this same new, fresh approach for the last twenty years, and by now I'm firmly convinced that what I've been getting is an earful of platitudes.

"What I haven't been hearing, and what I think I should have been hearing, is more talk about airfreight's role in the total transportation picture.

'Not All Things To All Men'

"Airfreight is not all things to all men, and let's not kid ourselves about that. There are many instances where speed in transit just does not pay its way. But, on the other hand, airfreight can make a vital difference in the overall profit picture of those companies who can use it and who learn to use it wisely."

Explaining that the key to any total cost of distribution analysis was inventory cost, Healy maintained that it was in this area that airfreight's higher basic transportation cost could be traded-off and result in net savings.

"Yet, when inventory levels are dictated by optimum production run requirements, or by optimum purchase quantity discounts, or by fixed commitments to company owned warehouses, then the cheapest freight charges are a must and the slowest form of transportation (to gain free storage) is indicated."

Thus, he said, airfreight is by no means the god-sent answer to everyone's distribution problem. It is only part of the answer. The whole answer is a versatile, reliable and flexible total national transportation system.

Healy insisted the airfreight industry must recognize that its thinking in the past has been "as parochial and as introvert as that which has characterized other segments of the transportation fraternity." Airfreight is no longer a specialty service



Joseph J. Healy

only, but is also a utility service in the true sense of the word, and "one that is, or is about to be, on an economic par with surface modes of freight transportation."

"As such," he added, "that is, as yet another mode in the transportation network, it has helped to underscore the need for a reasonable degree of standardization. Each mode has a distinct role to play, but even so, they are still inter-dependent to a very great extent. And it is this inter-dependence which is demanding greater integration of the various modes; it calls for a systems approach to achieve more efficient flow processes."

Touching on the subject of containerization, Healy noted that airfreighters of the future will be able to carry six or more 8' by 8' by 40' containers; that is, a container of the same size as a standard 40-foot over-the-road trailer. These containers will also be interchangeable with rail and ocean vehicles, he pointed out.

"As the complete intermodal containerization theory becomes reality, transportation will start to overcome its present deficiencies," Healy predicted. "It will take on a new dimension in integration and flexibility.

"In airfreight all of these avenues of improvement represent a tremendous advantage. Our container distribution scope will be broadened, creating an environment wherein true door-to-door container services will be available to the shipper.

Effect On Distribution Patterns

As for the question of the effect these developments will have on national and international distribution patterns, Healy answered it this way:

"On a regional market basis, the trucking industry can provide efficient first morning and second morning delivery service. In fact, the truck's capability to provide first morning service over a range of 275 miles or so, and second morning service over a range of 650 miles, has been, I would say, the prime factor in designing regional distribution patterns.

"Similarly, the effective range of the airplane I expect will be the primary

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The Story of Jimmy The Tiger



FLYING TIGERS

The story of Jimmy the Tiger began on a December Sunday in San Francisco Zoo. It began in Jimmy's absence. In fact, it was his absence that started it all.

Jimmy, you see, was stolen.

While the City of San Francisco outraged at the audacious kidnapping of its 3½-month old Bengal tiger cub, zoo officials and police authorities tried desperately to get on the tiger's tail. But the catnappers (if you will!) had made good their escape.

Good, that is, until the following Tuesday, when began the second chapter in the adventures of Jimmy the Kidnapped Tiger. It was on that day that some hippie-types walked into Ray Folsom's Hermosa Beach Reptile and Wild Animal Farm with a tiger cub for sale. Their story was a convincing one, and Folsom paid them \$150 for Jimmy, not realizing that the cub was by that time very hot merchandise, indeed.

A radio news broadcast soon gave Folsom the message, however, and set the stage for the entry of Flying Tiger Line into the saga of Jimmy the Tiger.

It was only fitting that Hermosa Beach police should turn to the Flying Tiger Line to ship Jimmy back to his rightful owners at San Francisco Zoo. And it was equally fitting that FTL should roll out the red carpet for such a VIT (Very Important Tiger) as Jimmy.

Jimmy's arrival at the Los Angeles freight terminal was quite an affair, surpassed only by the tremendous reception he was to get later at San Francisco International Airport. Los Angeles radio, television and newspaper reporters turned out in fair force to record Jimmy's departure for the Southland public, by now as much caught up in the drama as the residents of the Bay Area.

With a few obliging growls and playful waves of his oversized paws for the benefit of microphones and cameras, Jimmy entered the spacious cage acquired especial-

ly for him by Los Angeles District Sales Manager, Jim Haggerty.

But Jimmy was far too important a personage to fly without a retinue. Escorting him on the CL-44 for the Tiger Line was Dick Rossi, a member of the famed original Flying Tigers who flew under the late General Claire Lee Chennault in wartime China, and now a senior captain with FTL. Ray Folsom, of course, went along as well, and so did Bill Moore, a chronicler assigned to report Jimmy's adventures for the San Francisco Chronicle.

An hour or so after departure, and Jimmy once more was the focal point of numerous news-camera lenses at FTL's San Francisco terminal, and the recipient of a right royal welcome. Some 100 San Franciscans had turned out to welcome the cub home.

Dick Rossi turned Jimmy over to San Francisco Zoo director, Ronald Reuther, and soon Jimmy was purring contentedly back in his cage.

Had Jimmy's story ended there, it would have been a happy and fitting ending. But, unfortunately, it did not. A few days after his safe return to the zoo, Jimmy was in the news again. He had choked on a piece of meat and died in his trainer's arms.

This issue's cover photograph shows Jimmy accepting a well-earned meal from San Francisco Zoo director Ronald Reuther, after being handed over by FTL's Senior Captain Dick Rossi.

FTL/Air France Pact

Flying Tiger Line is one of four U.S. carriers which recently signed an interchange agreement with Air France. Under the terms of the arrangement, Flying Tigers will be able to offer shippers direct through-shipment service to Paris and beyond.

TIGERS FEATURED IN DECCA NEWS

Flying Tiger Line is the subject of an attractive two-page, three-color editorial layout in the current edition of Decca Navigator News, official journal of the Decca Navigator Company Ltd., of London. The special treatment of the Tigers in the Decca publication marks the selection by FTL of the Decca/Omnitrac automatic navigation system for its on-order fleet of 17 Douglas DC-8-63F Jumbo Jet airfreighters.

The pioneering spirit of the Tigers is recognized in the following excerpt from the Decca article:

"It is now generally recognized that the Tigers have been responsible for airfreight reaching the major-industry status it enjoys today. The Tigers were the first scheduled all-cargo airline; first to operate non-stop transcontinental schedules; first to provide low airfreight rates; first to install a nationwide teletype system; first with door-to-door deliveries . . . and first to equip a jet fleet with the Decca/Omnitrac system designed to accept inputs from hyperbolic systems, Doppler, and VOR/DME."

The Tigers are pleased to acknowledge the distinguished treatment accorded them in Decca Navigator News and, in return, would like to congratulate the publication on attaining a major milestone in its own career. The edition in which FTL was featured was the 50th number of the journal.

CARGO TON MILES UP SIGNIFICANTLY, ATA FIGURES SHOW

Figures published in December by the Air Transport Association show an increase of 20.3 per cent in air cargo ton miles flown by domestic U.S. scheduled airlines in the first 10 months of 1967. The carriers moved 1.5 billion ton miles of cargo during the period, compared with 1.3 billion during the corresponding period last year.

ATA points out that the increase reflects to some extent the effects of the 43-day strike by the International Association of Machinists against five major carriers during July and August of last year.

Domestic air cargo increased 15.8 per cent during the month of October, compared with October of 1966. The 11 trunk, 12 local service and two all-cargo carriers (including the Flying Tiger Line) accounted for 174,199,000 ton miles of traffic (mail, freight and express), in scheduled operations, compared with the 150,402,000 carried in October of last year.

Of this ton mileage, 126,881,000 represented air freight, itself up 9.3 per cent from the 116,106,000 carried in October, 1966.

TIGERS NAME TWO NEW VICE-PRESIDENTS



Mrs. Anna Chennault, widow of Lt. Gen. Claire Lee Chennault, has been appointed Vice President of International Affairs for the Flying Tiger Line, president Robert W. Prescott has announced.

Mrs. Chennault, whose husband gained

widespread fame as commander of the formidable Flying Tigers, and later the 14th Air Force, in China during World War II, will assume her new duties immediately.

Mrs. Chennault has pursued a varied and distinguished career as a writer, journalist and best-selling author, and is internationally respected as an authority on Far Eastern Affairs. In her capacity as a commentator on the Far East scene, she is frequently called upon to lecture key audiences throughout the United States.

For the past several years, she has served as special U.S. correspondent in Washington, D. C., for Free China's Central News Agency and for the Hsin Shen Daily News. Her career in journalism began in 1944 when she became the Central News Agency's first woman war correspondent.

As author and scholar, Mrs. Chennault has published more than a score of books in English and Chinese, including two new Chinese dictionaries, one in the form of a telegraphic code for machine translation research. Many of her books have made the best-seller lists, particularly her best known work in the U.S., "A Thousand Springs," the story of her life with General Chennault.

She is a native of Peiping, China, but became a U.S. citizen on her marriage to General Chennault in 1947, when she became associated with Civil Air Transport, the Taiwan national airline founded by her husband.



Appointment of Thomas F. Grojean to the position of Vice President of Finance for the Flying Tiger Line has been announced by Robert W. Prescott, president.

Grojean, who will take up his new duties February 1, is presently treasurer and chief financial officer of Southern Airways Inc., a regional carrier based in Atlanta, Georgia. He was previously associated with Price Waterhouse and Co. in Chicago, as senior accountant.

Married with four children, Grojean is a graduate of the University of Notre Dame and received his C.P.A. certificate in Illinois. He is a member of the American Institute of Certified Public Accountants, and the Financial Executive Institute, and also is affiliated with a number of airline industry associations.

SHORTLINES on People

ROBERT W. PRESCOTT, president of the Flying Tiger Line has been reelected to serve as director of the Air Transport Association for 1968. It will be his seventh consecutive term.

PETER T. ALBERT, senior vice president of marketing, will continue through 1968 as a director of Airline Tariff Publishers Inc., publishing agent for 43 U.S. and Canadian airlines. Albert also has accepted an invitation to serve on World Travel magazine's Advertising Advisory Committee.



JOSEPH A. RYAN, Flying Tiger Line's district sales manager in Portland, Ore., has been elected seventh president of the Portland Air Cargo Association. He is shown here holding the symbol of his office, the gavel, and flanked by the Association's second vice president, Ed Beaty, customer service representative for United Air Lines, and by secretary-treasurer Harold Fritzier, traffic manager for Tektronix Inc.

Import freight moved by Flying Tiger Line during November, 1967, reached an all-time high. The carrier brought in well in excess of one million pounds of Sea-Air freight during the month to its three import stations—Los Angeles, San Francisco and Seattle—enabling it to realize a 37% increase over the tonnage moved in November, 1966.

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year ended September 30, 1967. One of these carriers generated over three times that volume and the total passenger charter earnings for the supplementals in this period exceeded \$70 million. If the FTL proposal had been effective during that period, the total off-route charter revenues which the all-cargo carriers would have been authorized to earn would be only slightly over ten percent of the total civil charter revenue of the supplemental industry, the airline stated.

Inclusive tour and split charter authority on the same basis as now provided by the supplementals should likewise be authorized for the all-cargo carriers, FTL said, in order to obtain necessary marketing flexibility. With the limited program which would be possible under even the expanded authority requested, FTL explained, it would be most costly for the all-cargo carriers to conduct extensive in-house direct sales programs. Even more than the supplemental airlines, the all-cargo carriers would have to rely upon the service of travel agents who might hesitate to favor FTL with their business because of the greater flexibility problems the all-cargo carriers have in meeting traffic requirements as opposed to the supplementals, the airline told CAB.

In addition, the Pacific should be included in FTL's area of operations for cargo charters, the all-cargo carrier said.

9-Month Revenues Reach New High

Net income of \$5,811,926, equal to \$1.28 per share, was reported by the Flying Tiger Line Inc. for the nine month period ended September 30, 1967. Per share income is based on 4,538,138 shares outstanding September 30, 1967.

Robert W. Prescott, president, said that operating revenues for the period reached a record level. Revenues totaled \$65,725,353, compared to \$62,562,194 reported for the corresponding period in 1966.

Earnings for the first nine months last year were \$7,844,781, or \$1.73 per share. The earnings declined because of extraordinary factors.

Profits last year included two special factors not present this year. The prolonged strike against some major combination passenger cargo carriers in 1966 resulted in a marked increase in domestic airfreight traffic available to Flying Tiger Line. The 1966 statement also reflected a special item of \$758,000, equal to 17¢ per share, resulting from aircraft retired in that year.

Another adverse factor was a reduction of 12% on June 1, 1967, in rates for Military Airlift Command charter business, as well as an unexpected cutback in military traffic commitments.

SALES AND MARKETING DIVISION REALIGNED



George Zettler



Bob Blanks



Leo Stevens



John Walsh



Joe Puccia



Mike Gurley

Extensive realignment of the Marketing and Sales Division in recent months, under Peter T. Albert, senior vice president of marketing, has resulted in further consolidation and strengthening of the division.

The marketing function has been more sharply delineated as a result of the redistribution of responsibilities, and greater emphasis is now being placed on this aspect of the division's operations. A concerted effort is underway to formulate in-depth marketing programs both for the immediate and long term future of the company. The reorganization also reflects the Marketing Division's response in a company-wide program of preparation for the introduction of the DC-8-63F fleet, and for the possibility of scheduled operations in the Pacific.

Personnel changes brought about as a result of the realignment are as follows:

GEORGE ZETTLER, formerly director of international sales, has taken over direction of the marketing function within the Division, with the new title of Director of Marketing.

ROBERT A. BLANKS, director of market development, has assumed added responsibilities in



Bill Campbell



Ron Hermann

the area of market analysis, and in pricing and regulating matters.

Responsibility for domestic and foreign sales has been consolidated under **LEO STEVENS**, former assistant director of sales, now promoted to director of U.S. and international sales, replacing Paul Finazzo, who has resigned.

Other changes within the department are as follows:

JOHN WALSH, former district sales manager in Boston, promoted to manager of project sales at headquarters; **RON HERRMANN**, formerly manager of marketing, now manager of interline, air mail, air express and military sales; **JOE PUCCIA**, formerly manager of import sales, named manager of sales and services; **MIKE GURLEY**, formerly district sales manager in San Francisco, promoted to Eastern regional sales manager headquarters in New York; **BILL CAMPBELL** moves up from assistant district sales manager at San Francisco to district sales manager; former assistant district sales manager in Newark, **JAMES TUFTS**, promoted to district sales manager, replacing Bob Nicholas who has left the Flying Tiger Line; the assistant district sales manager position at Newark has been filled by **VINCE DEL MARCO**, formerly district sales manager in Philadelphia; **DEL MONTROSE**, former account executive at Newark, replaces Del Marco in Philadelphia; new district sales manager in Boston, replacing John Walsh, is **NORMAN GEORGE**, former account executive at that station.

New Appointments in PR Dept.

Three new appointments in the Public Relations Department of Flying Tiger Line have been announced by Leonard S. Kimball, Vice President of Public Relations and Advertising.

Robert H. Cook, formerly editor of *Aviation Daily*, is director of public relations for the Eastern Region (Chicago and all points east), and J. Eryl Jones, until recently managing editor of *Missile/Space Daily*, has been named director of public relations for the Western Region. Appointed to represent the Tigers in the San Francisco Bay Area has been Miss Dorothy Gallyot, who operates her own public relations agency in San Francisco.

Bob Cook will be headquartered in Washington, D.C. Prior to assuming the editorship of *Aviation Daily* in 1964, he had been associate transport editor of *Aviation Week* since 1956. His background also includes several years of newspaper and wire service reporting, as well as three years in public relations with Capital Airlines, now merged into United Air Lines. He is an Air Force veteran of World War II.

Working out of the headquarters office in Los Angeles, Eryl Jones will serve as editor of *Tigereview* in addition to his

public relations duties. He comes to Flying Tiger Line with more than 10 years' experience in newspaper and magazine reporting, three as west coast editor of *American Aviation* magazine. A native of Wales, he served three years in Britain's Royal Air Force.

Miss Gallyot has been active for some 20 years in the San Francisco Bay Area publicizing a wide range of clients in the fields of finance, fashion, theater, communications, transportation, civic and community affairs, and campaign assignments. Her career also has spanned a period as reporter on the San Francisco News Call *Bulletin*, women's department, and editor of a magazine section for the San Francisco Sunday Examiner. She will continue to operate her own agency, handling diversified accounts and specializing in short intensive campaigns.

Appointed Staff Pilot

Kenneth R. Beck has joined Flying Tiger Line as staff pilot on the Cessna 421 executive airplane. Beck previously was an instructor with Flight Safety Inc., and before that was a captain in the Marine Corps with 24 years of service to his credit.

Married with two sons, Beck resides in Santa Ana.

Registration Withdrawn

The Flying Tiger Line has announced that because of unfavorable conditions in the securities markets it has taken steps to withdraw a registration statement with the Securities and Exchange Commission for the issuance of \$35,000,000 of equipment trust certificates and \$21,000,000 in convertible subordinated debentures.

The proceeds of this financing were to be used for the acquisition of seven additional DC-8-63F airfreighters. The order for these aircraft remains firm, however, and plans for the financing of the seven airplanes will be announced at a later date.

The Tigers originally ordered a fleet of 10 of the new freighters at a cost of \$100,000,000 and financing was complete for this order. Delivery of the aircraft will begin in June, 1968. The order for the additional seven airplanes was announced several weeks ago.

New SFO Terminal Mgr.

The Ground Operations Department has announced the appointment of William Grassfield to the position of terminal manager at San Francisco, replacing Roger Haley. Haley has joined Ozark Airlines in St. Louis.

Grassfield has served FTL for the past nine years in various supervisory capacities at SFO.



New Look For Flight Attendants

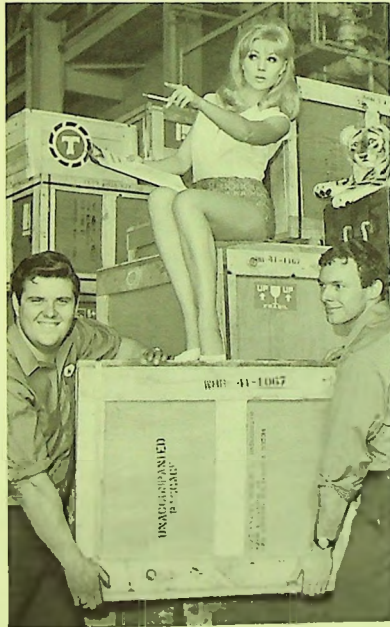
Flying Tiger Line flight attendants in these pictures show off their attractive new uniforms.

The double-breasted wool suit, shown above to FTL co-pilot David Buchner by Doreen Gorham, Victoria Ross and Carol Espie, is teal green in color and is made up of a fingertip-length jacket, matching shell and A-line skirt worn some two-inches above the knee. It is worn with a modified derby of black mohair interwoven with teal green yarn, standard black pumps and black leather gloves.

At right, Nancy Brennan catches an admiring glance from San Francisco sales representative Ed Wade. Nancy is wearing the new in-flight dress, a true-orange garment with stand-away neckline, cap sleeves and center zipper. The low-heeled pumps are of a matching color.



New Look For SFO Terminal



MOVING DAY FOR TIGERS—Flying Tiger Line more than doubled the size of its Bay Area headquarters when it moved to a larger, 32,000 square foot facility at San Francisco International Airport in November. The move will consolidate domestic sales and operations, maintenance, and international operations all under one roof.

To mark the event, model Romy Strauli came by to direct dock operations for a while. Getting the benefit of her directions (and presence) in the photo at left are ramp servicemen Ron Gibson and Ben Woods.

LETTER BOX

Mr. James C. Haggerty
District Sales Manager, LAX
Flying Tiger Line

Dear Mr. Haggerty:

This is merely to advise you that if we ever need fly another show anywhere, your airline will be the one we will use.

All the scenery and effects arrived safely and intact, with an absolute minimum of damage, and with our past experience with other airlines all I can say is thanks for one hell of a job.

Sincerely yours,

Al Goldin

General Manager

'MORE STATELY MANSIONS'

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factor in establishing national distribution patterns and, in some instances, international distribution patterns. By bypassing normal flow channels, the aircraft is able to provide first morning service on a national basis, and second morning service on an international basis.

"To give you an idea of the impact that the airplane will have on the rate of flow of international commerce, consider that it is literally aloof from all the debilitating constraints of surface transportation. For instance, it can overfly in a matter of minutes those frequently congested seaports where three to five day delays are the rule rather than the exception."

This capability, Healy predicted, will help speed the growth and accentuate the commercial significance of inland airports to the point where they will be on a par with coastal seaports as centers of international commerce.

And as this occurs, the national transportation system as a whole will have a the demands of the marketplace. It will, greater degree of flexibility to respond to for one thing, be much easier to reach that marketplace anywhere in the United States or in the world.

These developments instigated by the growth of the airfreight industry also will alter trends in the location of industrial manufacturing complexes and distribution centers, Healy declared. "The advent of a fast, efficient and reliable transportation system will undoubtedly obviate the need in many instances for companies to locate plants and facilities on a regional basis."

"It would seem, on the face of it, that a company is right in decentralizing its production capacity when the demands of regional markets appear to justify it and where swift and efficient distribution of the product is an imperative factor. In many instances decentralization is perhaps the only answer; but in many other instances, a cohesive, smoothly integrated total transportation system would present a more economic alternative."



A New Year Message From the President . . .

At the end of 1967 which is our 23rd year as a corporate entity, it is a pleasure to greet you with growing enthusiasm and optimism for the immediate and long range future for the Tigers.

We are entering what I believe will be the most dramatic year of our growth and progress.

Beginning in the middle of this year we will begin to receive deliveries on our new jet fleet, the DC8-63F Jumbo Airfreighters. By the end of the year we will have eight of these in our inventory, and by the end of the following year we hope to have 17 of them flying. Then we will have the most modern, most efficient, largest payload airplane in the world. With this fleet as our tool we can easily extend our lead as the largest cargo and contract carrier in existence.

This coming year should show encouraging progress in our route expansion. We have cases pending for several more domestic points. Our big goal, of course, is a route over the Pacific, for which we have been trying for the last ten years. Hearings on this case were concluded a few months ago. We were strongly recommended for an award by the Bureau of Operating Rights of the Civil Aeronautics Board. There are several more steps to be taken before a final decision is reached. We do believe strongly that we will win this award. We know we deserve it.

To those of you who can reminisce with me over long, tough struggles through the years, please join me in happy anticipation of 1968—another Year of the Tiger!

Robert W. Prescott



. . . And From the Chairman of the Board

It has been said that the history of civilization can be written in terms of transportation. If this is true, then our Company will write significant history in 1968, and in the years ahead.

As a newcomer to Tigers, but not to transportation, I have been particularly impressed with the quality and spirit of the Tiger team. The record of the past 22 years has been outstanding and everyone who has played a part, from Mr. Prescott on down, can be justifiably proud.

But in my short tenure with the Tigers I have already learned that this organization looks forward, not back. The rough philosophy of a Washington cab driver seems appropriate. The words "What Is Past Is Prologue" are carved on the front of a government building. He was asked what he thought those words meant.

"It means," he said, "that you ain't seen nothing yet."

May I take this occasion to wish all of you a happy and prosperous New Year.

Wayne M. Hoffman

THE
FLYING TIGER
LINE

7401 WORLD WAY WEST
LOS ANGELES INTERNATIONAL AIRPORT

22491
C. L. Marshall
115 N. Eastwood
Inglewood, Calif.



750 ATTEND LAX CHRISTMAS PARTY



Close to 750 Los Angeles-based Flying Tiger Line employees and guests turned out to celebrate the festive season at the General Office Christmas Party on December 15. And, needless to add, all and sundry had a merry old time of it.

The venue this year was the Proud Bird Restaurant, and the consensus was that the Bird's hospitality was of the highest order. The yule-tide repast was appropriately plentiful and sumptuous, and of course there was enough Christmas Cheer or Spirit (of both varieties) around to warm the hearts of all present.

The music of Sidney Zaid's Orchestra kept hundreds of seemingly tireless couples on the dance floor right up until 'Time' was called.

The highlight of the evening, of course, was the presentation of the 15-year and 20-year service awards by president Robert W. Prescott. Five employees (photo at right) became eligible for the senior award this year, and are:

George T. Cussen, vice president of Public Affairs; Robert W. Cornell, maintenance instructor; Ursula V. Moriarty, switchboard operator; Janet S. Olson, statistic accountant; and Katherine M. Smith, secretary to the executive president of marketing. Unfortunately, Janet Olson and Katherine Smith were unable to be present for the ceremony.

(The names of the 15-year service award winners are listed on page 3.)

The introduction of new company officers appointed in 1967 brought five new executives onto the podium (photo above)—Wayne M. Hoffman, chairman of the Board of Directors; Bill Gelfand, vice president of control administration; John McDonald, vice president of maintenance and engineering; Rudy Valenta, assistant treasurer-controller; and Dwight Christy, assistant secretary-treasurer. Also in the photograph are Mrs. Wayne Hoffman and Robert W. Prescott, president.

As usual, Art Meyer, executive administrator in Industrial Relations, performed his duties as Master of Ceremonies in admirable fashion, and to Art again must go the credit for organizing the annual Christmas Party.

'Ho, ho, ho!'



The 'Ho, ho, ho,' emitted by this particular Santa had a distinctly feminine ring to it and this, coupled with the mischievous glint in the Jolly Old Fellow's eye, convinced us that really behind the beard was none other than Grace Gardner, fry cook at FTL's Cafeteria in Los Angeles. But even if the 'Ho, ho, ho's' were a little bit high pitched, the Christmas cheer ladled out by Grace certainly brought some extra warmth to Cafeteria diners during the festive season.



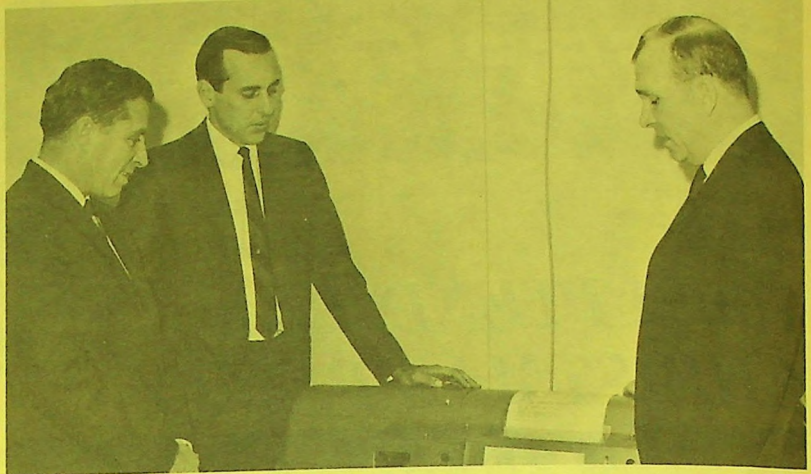
Bereavement

We regret belatedly reporting the passing last August of Earl I. Jolly, a 20-year Flying Tiger Line employee.

Jolly joined the company in 1947 and served in various capacities in the Maintenance Department. At the time of his death, at the age of 51, he was supervisor of maintenance at the airline's Okinawa station, a position he had held for only a short period of time before being forced to return to the United States because of his illness.

Prior to his latest appointment, he had served as supervisor of maintenance for the Far East until 1966. His service abroad as a maintenance representative had also taken him to Germany for a period of time.

Earl Jolly succumbed to cancer and is survived by his wife, Jean.



FTL and IAM Delegates Meet

Representatives of the International Association of Machinists and the Flying Tiger Line's Ground Operations Department met for two days in Los Angeles recently for an informal, but extremely productive, ramp servicemen's conference.

The conference was the second such meeting between the two groups, and culminated in the consensus that more frank and informal discussions should be held.

The FTL and IAM contingents met at the Hacienda International Hotel to promote mutual understanding of problems facing the airfreight industry. The theme of the meeting was the improvement of liaison and communication between the FTL administrative staff and employees in the field, and the fostering of a better,

more effective, working environment through improved communication.

Paul A. Stokes, director of ground operations and head of the FTL delegation, explained that new policies and procedures adopted by FTL would greatly facilitate the role of the ramp servicemen when the DC-8-63F Jumbo Jet airfreighters are introduced into service later this year.

Robert Craig, assistant general chairman of the IAM (sitting in for Robert T. Quick, who was unable to attend) observed that frank and early recognition of potential problem areas would ensure their timely solution. For this reason, he said, the IAM would like to see more labor-management assemblies in the future.



Delegates from the International Association of Machinists and from Flying Tiger Line's Ground Operations and Industrial Relations Department pose during the 1967 Ramp Servicemen's Conference in Los Angeles. Seated, left to right are:

A. Alfano, LAX; R. McDonald, BOS; J. Kelly, PHL; M. Burns, LAX; D. Therasse, manager; Western Operators; F. Haganey, IAM; P. Stevens, SFO; and R. Rose, DTW. Standing, left to right are:

P. A. Stokes, director, Ground Operations; B. Adams, ORD; J. D. Hearn, executive assistant to director; A. Cronin, director, Labor Relations; A. Teixeira, EWR; G. Vergot, IAM; C. Fauth, IAM; J. Jaecha, JFK; G. Kavros, IAM; R. Craig, IAM (representing R. T. Quick, President & General Chairman); F. Walden, IAM; I. Towler, manager, Eastern Operations; and R. Pochedley, Delegate CLE.

Checking initial operation of a new international teletype communications service linking Flying Tiger Line's Los Angeles, San Francisco and Tachikawa (Japan) stations at less than half the cost of the previous set-up, are (from left to right) Walt Hendrick, manager of operations control; Dick Reynolds, manager of communications, and Leo Palmer, sales manager for ITT World Communications, Inc., the firm which supplies the service.

HEADLINERS!

FLYING TIGER's Mr. and Mrs. John Lenarcic of Palm Springs, California, made the front page of the "Frontier Airlines News" during the Airline Christmas Party in Las Vegas on December 7.

LAS VEGAS 1967 HEADLINER PARTY



SO DID Flying Tiger's Mr. and Mrs. Marty H. Larsen of El Segundo, Calif.! The 'publicity' was arranged through Frontier's enterprising Public Relations Dept.

LAS VEGAS 1967 HEADLINER PARTY



APPLICATIONS NOW BEING ACCEPTED FOR:

1968 Peter Prescott Scholarship Awards

Applications for the 1968 Peter Prescott Scholarship Award are now being accepted by the Industrial Relations Dept.

Flying Tiger Line employees are reminded once more that sons and daughters planning to embark on a four-year college career in 1968 are eligible to compete for the award, which amounts to a \$1000 scholarship grant to the successful candidates.

THE CLOSING DATE FOR APPLICATIONS IS MARCH 1, AND IN VIEW OF THE LIMITED TIME LEFT, PROSPECTIVE APPLICANTS ARE URGED TO CONTACT LENORE ORLANDO (TEL. EXT. 3722) AT THE

GENERAL OFFICE IMMEDIATELY TO OBTAIN FULL PARTICULARS.

The \$1000 Peter Prescott Scholarship Award, initiated in 1966, is made annually to a son and a daughter of a Flying Tiger Line employee working on a full-time basis and with at least two years of past service with the company. The award is to be used for payment of tuition and related fees and will be made in the amount of \$250 annually during the recipient's four-year college career.

To apply, a candidate need only fill out the appropriate application form, available from Industrial Relations, and arrange for his or her high school to send directly to FTL a transcript of his or her grades.

In addition, each applicant will be required to take the College Entrance Examination Board's Scholarship Aptitude Test and request that resulting test scores be mailed to FTL.

During the short life of the program so far, four daughters and two sons of Flying Tiger Line employees have received the award. They are:

Paul Douglas Buskey, at Washington and Lee University, Lexington, Va.; Lynn Maruyama and James B. Shepard, both at UCLA; Paula Ann Rice, at California College of Arts and Crafts; Kathleen Baier, at San Fernando Valley State College; and Kimberly Brown, University of California at Davis.

BINGHAMTON ALL-STARS NAMED!

EDITOR'S NOTE: The following communique was received from one R. O. 'Bob' Miller, who is evidently senior sports correspondent for a Binghamton-based news service known as TPI (Tiger Press International).

Accompanying the report was a reference to the fact that this was the time of year when such news organizations as United Press International, Associated Press and others made their ALL-STAR Team of the Year selections. Consequently TPI, apparently not to be outdone, felt an obligation to make its own selection and the results of that exercise constitute the report published below and which, we are given to understand, has been released exclusively to TigerTalk.

By R. O. 'Bob' Miller

Binghamton (TPI)—The first annual ALL-STAR Team of the Year selection by Tiger Press International's panel of experts here has just been released, as follows:

Heading the team is Manager, Rudy Rusnak (BGM Stn. Mgr.). He is a fifteen year veteran with the organization and has guided the team for the past season. Sharing the top spot with Rusnak is the Chief Scout and former Detroit, Del Hockersmith (BGM, DSM) who, along with his staff of scouts, Julius Romeo (Sales Rep.) and Marlene Balan (Cust. Svc.), is responsible for gathering together the important data on our All-Stars' daily opposition.

The coaching chores are shared by player-coaches Hank Kaczynski and R. O. Miller (Ops. Supervisors). With them on the sidelines, and rounding out the staff, are statisticians Jim McCarthy and Bill Nickerson (Billers).

Naturally the most important part of

any team is the playing contingent. It is made up as follows:

Anchoring the forward end (He hangs the noseweight) is Paul Baty, 5'10", 175 lbs., a ten year veteran who this year was named to the ALL-EASTERN REGIONAL TEAM as forklift driver.

Leading the play in the forward end position is Kenny "Beer Barrel" Bowman, a 5'10", 225 lb. freight tackler. Next to him is Joe "Banjo" Woytovich, 6'1", 220 lbs., as nimble in tying down the opposition as he is with his banjo. Filling out the forward end is "Slippery" George Breckner, 6'1", 195 lbs., another veteran with over 13 seasons under his belt.

At the rear end (No pun intended), we have another ALL-EASTERN REGIONAL TEAM pick, Russ "Lift Truck" Finch, 5'1", 175 lbs., who after the Paul Brown fashion, shuttles the plays (Freight) in and out. At the swingtail position is Ike "The Mike" Cunningham 6'1", 225 lbs., well regarded for his offense and defensive plays (Ground director for ARVLS/DPTRS). In addition to Ike at the rear is ALL-BGM choice Larry "Lunchbreak" Lucas, a 6'0", 230 lb. huffler, and Charley "Sure Grip" Larrabee, 6'0" 225 lbs.

The "Inside-Outside" men are rookies Rick "Goodtime" Miller and Ed "Jinx" Gillette. With these two men in the lineup the belly series is always a sure thing.

Like every good team, we too have our specialty unit. This is headed by pros Pete "Snowplow" Carlson and John "Tank" Sternik. They "kickoff" each session with their exacting skills by weighing every situation, and marking important plays to be made.

With this All-Star line-up, the 1968 edition of the Binghamton Tiger-Tails are confident they will once again establish themselves as an unbeatable force in the Eastern Region.

Service Awards

Five Flying Tiger Line employees qualified for 20-year service awards in the last half of 1967. They are:—

George T. Cussen, vice president of Public Affairs; Robert W. Cornell, maintenance instructor; Ursula V. Moriarty, switchboard operator; Janet S. Olson, statistical accountant; and Katherine M. Smith, secretary to executive vice president, marketing. (See award ceremony photograph on Page 1.)

Recipients of 15-year service awards during the period were:—

LAX—Richard L. Bentley, Lenon Blackmon, Oswald R. Burghardt, Ernest A. Hickman, Hubert S. Huntington, Samuel G. Kee, Thomas Krol, James E. Mattingly, Reimard P. Hollman, Sebastian H. Moreno, William J. Orlicky, and Donald R. Therasse.

EWR—Carey E. Bowles, Henry W. Clark Jr., Antonio DePalma, and Joseph S. Lightner.

ORD—Richard C. Semenchuck, Robert J. Barger.

SFO—Marvin S. Bassett, John Lamping, Robert J. Raine, and Richard P. Petrick.

Hong Kong—J. C. Beckwith.

Ten-year service awards went to the following in December:—

Rosemary P. Fitzwater, Lois E. Mauer and Leslie L. Rasmussen at LAX; Russell Vindini at EWR.

Five-year service awards in December went to William Bonnell and John Buchanan, at LAX, and to Thomas L. Powell, at Anchorage, Alaska.



JUDI WOODWARD, in Revenue Accounting at LAX announced her engagement to Mike Rightmire. Judi has been with Flying Tiger Line for a little over a year and plans a March wedding.

Anyone for Alaska?— On a Motorcycle!



The gentleman on the right (the one with the somewhat incongruous cigar) is Jack Carr, a San-Francisco based Flying Tiger Line navigator who last year, along with his four colleagues in the picture, found himself charging across country on a grueling nine-day motorcycle trip.

And for no really good reason—except, perhaps, that it seemed like a heck of a good thing to do at the time.

Only one of the five had straddled a motorcycle in 20 years. Nonetheless, all five set out from Rockford, Ill., bent on completing the 2,800-mile trek through the Black Hills of South Dakota, over the Big Horn Mountain Range, through Yellowstone, the Grand Tetons, the Great Salt Lake Desert, Reno, the Sierra Nevada, the Donner Pass and finally home to San Francisco.

They made it alright, and with enthusiasm to spare. They've set their sights on Alaska now!

The story properly begins August, 1966 when Martin Smith (center), an assistant general sales manager with the States Steamship Company in San Francisco, was stranded in Chicago during the airline strike.

For Smith, it was just another problem that called for a solution. He bought a motorcycle!

"You know what you're letting yourself in for?" said the dealer, "You'll never make it."

"Want to bet?" Smith checked his map, bought some warm clothing, and took off. He made it.

"If you ever plan another trip, I'd like to go along," said Jack Carr, a good friend. And there it stayed until a Rockford, Illinois distributor for the Japanese Bridgestone sent Martin a brochure describing the newly-imported heavy 350 GTR model. The challenge was irresistible, and so was Martin's enthusiasm.

"Great," said Carr when a phone call caught up with him in Toyko. "Why don't we work out the details over lunch in San Francisco?"

When Martin walked into the restaurant, he was accompanied by George Jackson (extreme left), who is president of Discal Corporation, exporters of industrial equipment; also of Mitchell-Discall, Ltd,

Hong Kong, and a director of Mark IV Pty Ltd, Australia. He listened to the two plot their route. "I've never been to Yellowstone," Jackson mused. "How about making it a threesome?"

News of the projected trip reached Angelo Arena (second left) and Pascall Kaymar (second right) of Los Angeles. Arena is vice-president of the John Robert Powers cosmetic firm, and "P.K." Kaymar is president of Kaymar Toys. They, too, wanted to go along.

Then a set-back hit Carr—or nearly.

His leave was cancelled. He had to replace an ailing crew member on the San Francisco-Tokyo run. "I must have put in at least \$100 worth of long distance calls, and it didn't look as though I would make it," he said later. But just four hours before deadline, Carr caught a plane to Chicago and met the others on schedule in Rockford.

A basic plan called for the riders to be up at 6 a.m., pacing 45 to 65 miles per hour to average some 400 miles daily. It was a tough schedule, especially during the first three days when they were learning how to handle the motorcycles. After all, none except Smith had been on one for 20 years.

"We are all executives, all individuals, all used to making our own decisions. Sometimes we'd come up with five different solutions. Some of us, like Jack, were early risers and liked to shoot ahead. 'P.K.' and George, on the other hand, slowed down sometimes to admire the scenery," recalls Martin.

A running account of their adventures was phoned in each evening to Dan Sorkin, popular San Francisco dee jay, who aired the two-way conversation over KSFO. Sorkin, a motorcycle enthusiast himself, knew bets were being placed on the outcome.

At one point on their trip, the five cyclists were zooming down the highway, when out of the bushes charged a giant bull. Planting his feet squarely in the middle of the road, he challenged them to pass. With split-second decision, the adventurers separated and blasted by on each side of the confused animal.

Next trip?

"Sure," said Kaymar, "We plan to make Alaska."



Double Your Pleasure...

We don't know at what point that little old TV jingle got into Chuck Laatz's mind, but we do know he was receptive to the message. Last December 3, his wife, Leslie, presented him with a double delight in the way of two brand new sons. The twin brothers, Robert Charles and David George, made their debut at the Little Company of Mary Hospital, weighing in at 5 lbs., 15 oz. and 6 lbs., 10 oz., respectively. Both are doing as young Tigers should, and Mother's fine, too. Chuck? Well, we hear he's telling everyone in the Planning Dept. at the General Office, where he is a systems and research analyst, how to plan ahead for ANY eventuality!

Robert and David, incidentally are the first 'new arrivals' in the Laatz household.

Not To Be Read Unless Seen!

We came across this curious little item in a Flying Tiger Line tariff bulletin recently:

"It is understood that where goods moving on any of the rates published herein, hereafter, herunto or elsewhere, that such goods must not be delivered to consignee before they arrive, unless permitted by the Chinese Short Hand Temperance Union."

If it should mean anything to you, we earnestly suggest you take things easy for a while. And don't be alarmed if the next bulletin carries instructions to the effect that all lost goods henceforth will be stored in a central location until such time as they are found.

Where are you, McIlroy?

When Uncle Sam decided he needed David McIlroy he found him, of all places, in Cam Ranh Bay, Viet Nam. For that's where McIlroy was when his draft papers came through, working as a maintenance representative there for the Flying Tiger Line.

Well, McIlroy has since returned to the States to don a different uniform, and his colleagues at FTL wish him well while looking forward to his return to the Tigers.

Replacing McIlroy at Cam Ranh Bay is Jim Budd.

AROUND THE SYSTEM



The faces that are familiar in this photograph belong to the four Flying Tiger Line customer service representatives from Chicago, who played against the local WCFL radio station team in a bowling tournament recently. Diane Melville (extreme left), who is Customer Service Supervisor at ORD, had an opportunity to tell all of Chicago about the encounter, in a telephone conversation with WCFL which was broadcast over the air.

Also in the picture (from left to right) are: Mary Ann Maher, secretary, Airlift International; Jerry Bishop, WCFL disc jockey; 'Ruth' Hassinger, Sandra Losher, and Felicia Hall, all FTL customer service reps. Felicia, incidentally, has left the Tigers since this photograph was taken.

CHICAGO

By Liv Foster

Chicago secretary Liv Foster doubles as both news-writer and news-maker in this edition and went to extraordinary lengths in both capacities to make the headlines.

As news-writer, she submitted this curious little tid-bit of information:

Bill Shramek, Milwaukee sales rep.,

just made an inspection at a local nudist camp near Lake Geneva, Wisc., When asked about his experience, Shramek just replied, "The gentleman at the desk was very pleasant. He even invited me to bring my wife along sometime so that we might both enjoy the camp."

Bill reportedly did not feel the time was quite right, yet—the time of year, we presume!

As news-maker, Liv is a lucky person, indeed. She writes that while driving to work at the Chicago station on January 9, her Volkswagen apparently went into a skid, swerved all over the road (narrowly missing an oncoming automobile), and finally rolled over three times to come to rest right side up in a ditch at the side of the road. We are happy that Liv walked away from it all with nothing more than a few black and blue marks and a mild headache.

Her only comment: "They say Norwegians are pretty tough and I guess this proves it." Well, they're certainly tougher than Volkswagens. The car was totaled!



NO DOUBT as to who the newlyweds are in this photograph! Enjoying a reception at the private SAS Viking Lounge at O'Hare, after a civil ceremony in Chicago, are Mr. and Mrs. Herbert Hassinger and friends. Just a short while before, Mrs. Hassinger was Miss Sandra 'Ruth' Holt, a Flying Tiger Line customer service representative at ORD. And just a short while after, the happy couple left for a honeymoon in Europe and another wedding ceremony, this time in Germany at the home of the bridegroom's family. The bridegroom is employed by Freeslate A. F. Co., Chicago.

Others in the picture are: front row—Gene Reynolds, Penson Forwarding Co.; Diane Melville, FTL customer service supervisor; Mrs. Hassinger and Mr. Hassinger; Peter Frey, Swissair; and Harry Witte, SAS. Back row—Mrs. Laurie Tavchielotch; Dick Tavchielotch; Miss Phyllis Hall; FTL customer service representative; Mrs. Lois Asmussen, FTL switchboard operator; Carl Asmussen; Mrs. Sylvia Frey; Mrs. Diane Peterson, Freeslate; Miss Maryanne Maher, Airlift secretary; Liv Foster, FTL sales secretary; and Nina Hansen, SAS sales secretary. Partially hidden in the right corner are Bill Kraus, Freeslate, and Peter Peterson.



Another distinguished recipient of the Flying Tiger Line coat of arms was added to the honor roll at Chicago recently. The new Knight of the Tigers is Clyde Masters, of the T. M. Amphenol Parts Division of the Borg-Warner Corp., who received the heraldic bearings at a luncheon held especially for the occasion.

Sharing the guest of honor spot with Masters was his wife, Mary, who aided in no small part toward the preparation of the coat of arms by supplying the needed information on her husband's background. Making the presentation on behalf of the Flying Tiger Line were Lew Ayres, ORD district sales manager, and George E. Lange, ORD account executive.

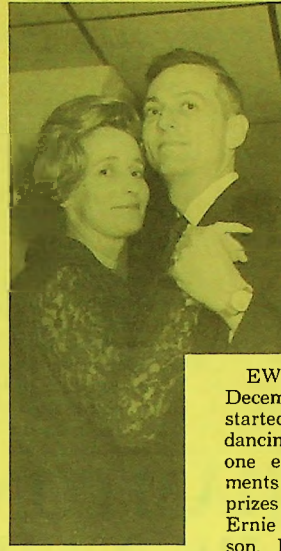
NEXT DEADLINE

News deadline for the January-February editions of Tigereview and TigerTalk is February 15. Field station correspondents are asked to submit all their copy and photographs by this date.

Festive Faces At EWR



TIGER SPEAKERS CONGRATULATED: Receiving plaudits for talks they gave recently to the Los Angeles Metropolitan Area Veterans Employment Committee are Flying Tiger employees Ken Warren, packaging analyst (far left), and Joe Lyons, employment interviewer (center left). Congratulating the two are Art Nichols, national service officer for AMVETS and VEC chairman, and Jack Rugh, labor relations specialist for the Los Angeles Metropolitan Area Office of the California Department of Employment. Warren and Lyons discussed employment opportunities at FTL.



EWR's Christmas Party was held on December 9 at Thomm's. The party started with a cocktail hour, then dinner, dancing and drinking until ? ? ?. Everyone enjoyed the party and all departments were well represented. Our door prizes were won by Dan Montrose, Sales; Ernie Belanger, Flt. Ops.; Walt Wilkinson, Maintenance; Marie Claunch, NY Sales; Larry Suriani and Skip Gee, from Ground OPS.

The committee, Joe Konzelman, Ground Ops.; Tom Claverling, Sales; Dan Hoppe, Maintenance; and Rosemary Ralph, Flt. Ops., wish to thank EWR employees for the attendance at our party. They feel the time they spent making arrangements for the party was well worth the effort.

The attached note from Cub Scout Pack 83 might be of some interest to our readers.

CUB SCOUT PACK 83 BOY SCOUTS OF AMERICA RIDGEFIELD, N.J.

Dear Sirs;

I am writing this letter on behalf of Cub Scout Pack 83. We would like to thank you and everyone on the staff at Flying Tiger Line for letting us see your terminal and planes during our visit to Newark airport on November 4th.

The boys really enjoyed themselves very much and are grateful to you all for having us.

Sincerely,
Mrs. Mercedes Loosse,
Pack Secretary

Dor Forshee, Flight OPS Agent, EWR, spent an unusual vacation. He piloted a Cessna 172 from EWR to Las Vegas. This was his first trip cross country as a pilot.

EWR made an additional \$1,507.24 in revenue by taking the dimensions of odd sized freight. This was accomplished in a one month period. Some shipments, it will be seen, are light in weight and bulky in size. Since space in the aircraft is at a premium, it is necessary to base charges on a cubic measurement rather than actual weight. This action is known as charging by cubic or dimensional weight.

PORTLAND

By Betty Jo Graves

Dale Reichert (operations-SEA), hereinafter known as "Old Man of the Sea," filled in for us here at PDX while Dick Davis (operations) was on vacation. During his stay here, went a'boating with Kelly (operations). They went out upon the mighty Columbia, where Dale immediately got sick! Of course, it IS a big river and although the wind wasn't exactly a gale, it was blowing hard enough to rustle the leaves occasionally. Kelly says before he takes Dale again, he is going to have to float around Kelly's swimming pool until he gets his sea legs (and his sea stomach)!

Myself have just returned from a trip to Europe with my Mother. My Mother became ill in Cologne, Germany and I had to call a doctor. The doctor turned out to be a woman and she could speak no English. All we could say in German was "Nein." The whole scene looked like a filming of "20 Questions!" We managed to convey something because she gave Mother a shot. All three of us are still wondering today what it was for.

Dick Reichsfeld (Sales) and his wife, Jeannie, have just returned from a trip to Italy and Spain. The weather was warm, the people were friendly and the pizza delicious. They were most impressed with Spain and stayed three days in Madrid. They didn't have time to go to the coast, but plan to go back again some day.

It is almost a year now since Joe Ryan (DSM) had his heart attack and I am very happy to report Mr. Ryan is fit as a fiddle. He spent New Year's Eve in the hospital last year. Oh, sure, he had a hat—and a noisemaker—but how much fun can you have flat on your back drinking milk? This New Year's Eve is sure to be different!

Bob Beckman (Sta. Mgr.) was invited by United Air Lines along with other station managers, to make a trip to New York to inaugurate UAL's new non-stop flight from Portland to New York. They left on Friday, saw a show (Ilya Darling) on Saturday night and arrived home on Sunday. They also went to dinner at Mama Leone's famous Italian restaurant, visited the stock market, saw the Statue of Liberty and the Empire State Building. It was a busy, compact weekend, but one that will be remembered for a long time to come.

PHILADELPHIA

Vince DelMarco's youngest son may be a budding sword swallower. Recently he made a meal of an open pin—accidentally, of course—and apparently suffered no ill-effects. Mind you, he did have to make a trip to the well-known Temple University Hospital where the pin was removed with little ado.

Something for bowling buffs to think about—PHL's A. Del Grosso has chalked up a high game of 277 and high set of 666 in one league, and a high game of 265 in another league. Pretty fine bowling, we think!

Ramp serviceman Kenneth Ziegler had the best new year gift ever from his wife—a 6 lb., 10 oz. baby daughter whom the Ziegler's have named Melissa Marie. Melissa is their fifth child and was born January 2.

PHL is happy to report that ramp serviceman Joseph Donnelly, who injured himself when he fell off the back of a CL-44, is making good and steady progress at Mesrecordia Hospital, 54th and Cedar Ave., Philadelphia. Joe's fellow employees throughout the FTL system join in wishing him a complete and speedy recovery.