



A Step Closer To 'THE MOST IMPORTANT DEVELOPMENT IN HISTORY OF TIGERS'

Recommendation of the Flying Tiger Line as the "logical choice to operate trans-Pacific all cargo service" was viewed by President Robert W. Prescott as a step which could lead to the "most important development in the history of our company."

Robert L. Park, examiner in the Civil Aeronautics Board's trans-Pacific route investigation, recommended April 16 that the Board award a temporary five-year certificate to the Flying Tiger Line permitting all-cargo and mail services between the carrier's 10 mainland co-terminals and eight Oriental countries, both direct and via Hawaii and Guam. The eight Far East points would be: Japan, Hong Kong, the Philippines, Thailand, Korea, Taiwan, Okinawa and Vietnam.

In making the recommendation, Park stated that "the relevant facts clearly point to Flying Tiger as the logical choice to operate the trans-Pacific all-cargo service." FTL, he said, "is the largest of all the property-only carriers with a financial stability equal to or greater than that of the other applicants."

The Examiner's decision now awaits review by the Civil Aeronautics Board, which has scheduled oral arguments in June. The Board's final disposition of the case, which probably will not be completed for several months, will be subject to the approval of the President.

The overwhelming significance of the case to the airfreight industry was summed up in near parallel terms by both Prescott and Examiner Park. Prescott commented, "If the Examiner's recommendation is finally accepted by the CAB and the White House, we believe competition over this route will produce a rate of growth substantially above that which has been experienced in domestic airfreight in the decade of the sixties."

Park observed that the trans-Pacific freight market "has and will continue to develop at growth rates substantially outstripping passenger travel." The facts show, he said, that the largest present and potential center for cargo development lies in the Orient.

Prescott described the traffic potential of this route in one word—"Vast." Noting that it is the only major trade area of the world not presently being served by an

Board Chairman Wayne M. Hoffman and President Robert W. Prescott discuss implications of transPacific route award possibility.



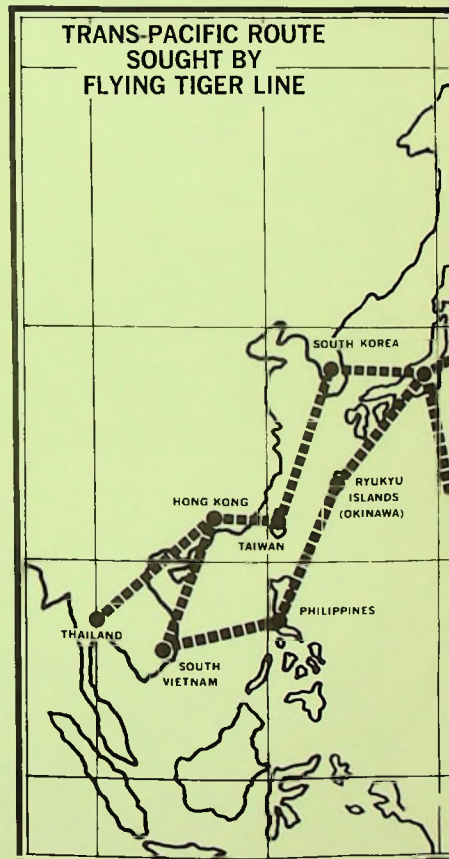
all-cargo carrier, Prescott said that the "traffic that can be produced from it not only will provide great new trade opportunities for business and industry here and in the Orient, but it will also help to generate a positive balance of payments for the United States in international trade."

Flying Tiger Line studies of the market potential in the Pacific lead to the conclusion that in excess of 425,000 tons of air freight traffic could be generated annually by 1970, as compared to the carrier's 1965 base of 22,230 tons. This, in other words, is predicting an increase of 1,814 per cent by 1970.

The key to this development, Prescott stated, is the new technology generation of jumbo jet aircraft now coming into service. Pointing out that FTL will introduce the first of a new fleet of DC-8-63F Jumbo Jet aircraft (the largest and fastest commercial airfreighter yet built) into its trans-Pacific military contract operations in July, the chief executive said the airline would be in a strong position to activate commercial trans-Pacific service almost overnight.

"Our background of more than 20 years of trans-Pacific contract flying has given us Orient bases which can be tied in quickly with our commercial operations, both within the United States and overseas.

"Insofar as our company results are concerned, we will have an economic opportunity unparalleled in our type of service. We will be operating the lowest cost aircraft we have ever flown and this, combined with the opportunity to use it on international schedules stretching from Boston to Bangkok, will give us a long-range economy of operation vastly superior to that we now obtain from our present route structure."



Facts Point to FTL as 'Logical Choice' for TransPac Route—Examiner

Following are excerpts from the findings of CAB Examiner Robert L. Park upon which he based his recommendation that a trans-Pacific all-cargo route be awarded the Flying Tiger Line:

RECORD CONVINCINGLY DEMONSTRATES

"... the record convincingly demonstrates that the combination carriers are likely to meet only part of the future (cargo) needs, and that effective promotion and development of the trans-Pacific air freight market can best be assured by an authorization to a property-only carrier..."

U.S.-ORIENT TRADE GROWING FASTER

"All U.S.-Orient trade, including that by air, is growing faster than U.S. world trade generally. Considered either on a dollar or weight basis, trans-Pacific air trade has doubled, trebled, or more in recent years. Specifically, between the years 1962 and 1965 the growth in air exports and imports between the U.S. and the principal Orient countries was on the order of 50 per cent annually... This growth has been achieved despite significant signs that the market as a whole is nowhere near its full state of development. While rates and yields have been trending downward, those assignable to purely commercial cargo operations remain relatively high..."

BENEFITS RECOGNIZED

"The benefits to be derived from certification of an air freight specialist have been recognized by the Board on many occasions and they have equal, if not greater, application to the Pacific. An all-cargo carrier which is dependent upon air freight development for its existence will have the greatest incentive to provide the maximum in promotion and service improvements at the minimum feasible rates. Since such a carrier is entirely shipper-oriented, there are no divided loyalties—schedules, operations and air carrier facilities are all geared only to the air freight

needs of the shipper. Further the all-cargo carrier provides a competitive spur to the combination carriers as well as a yardstick useful in measuring their costs in setting rates and fares..."

BALANCE OF PAYMENTS

"... the air freight component of the air transport account has always produced a small net surplus for the U.S. balance of payments, since the U.S. traditionally sells more in the way of property transportation services than it purchases. An all-cargo carrier, which would be in the position to concentrate upon foreign shippers just as the combination carriers will concentrate on foreign citizen travel, could in time produce an even greater positive air freight contribution..."

MARKET 4 TO 6 TIMES LARGER

"... as far as market size is concerned, an all-cargo carrier in the Pacific would be entering a market four to six times larger than those deemed sufficient for initial all-cargo authorizations in both Latin America and across the Atlantic..."

POINTS WELL REFLECTED IN FTL APPLICATION

"The points requiring U.S.-Orient all-cargo service are well reflected in the Flying Tiger application. Among the ten mainland coterminals are New York, Chicago, Los Angeles and San Francisco which should be the main origin and destination points on the U.S. end of the route. Within the Orient there are the countries of Japan, Hong Kong, the Philippines and Thailand which historically have been responsible for about 90 per cent of U.S.-Orient air freight tonnage. South Korea and Taiwan are emerging trade and traffic centers and... warrant inclusion because of their long-range growth potential..."

FTL THE LOGICAL CHOICE

"The relevant facts clearly point to Flying Tiger as the logical choice to operate the trans-Pacific all-cargo service. The carrier, based on the West Coast, is the largest of all the property-only carriers, with a financial stability equal to or greater than that of the other applicants... Further, Flying Tiger alone among the applicants proposes to serve all points and areas requiring service..."

SUPERIOR CLAIM

"Flying Tiger also has the superior claim on the basis of historical participation and interest in commercial cargo development in the Pacific. Since 1962 the carrier has been participating in the 'sea/air' program under which Orient import traffic moves to the West Coast by surface vessel and thence eastward over Flying Tiger's domestic system. This applicant has also developed substantial volumes of commercial charter traffic, particularly as part of back-hauls on military operations. These activities have required establishment in the Orient of contacts and sales facilities, all of which would be available and of immediate assistance to the carrier in inaugurating scheduled all-cargo services..."

SUBSTANTIAL FACTOR FAVORING FTL

"Route integration also is a substantial factor favoring Flying Tiger... Each of the 10 co-terminals requested by Flying Tiger are also points on its domestic route 100. The carrier thus would have the full traffic support of its domestic transcontinental all-cargo operations which would provide cost savings and added strength for its trans-Pacific routes."

FLYING TIGER WARRANTS SELECTION

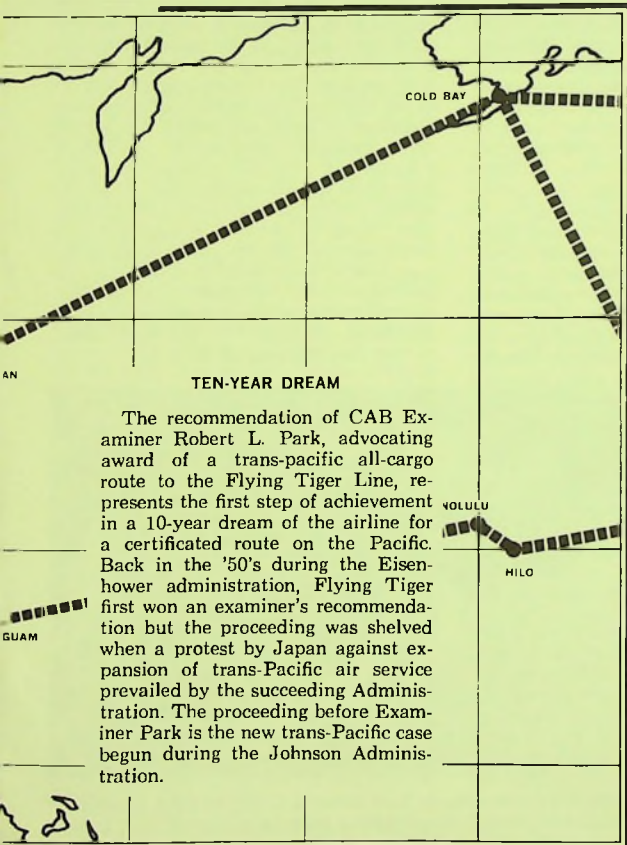
"In summary, Flying Tiger warrants selection under all of the significant selection of carrier criteria. There are no countervailing considerations that would tip the scales in favor of either of the other two applicants..."

RECOMMENDED ROUTE ADEQUATE

"... Certification of more than one all-cargo operator would jeopardize the success of the all-cargo experiment, would multiply the possible adverse effects on other carriers, and is not needed in view of the comprehensive nature of the route recommended for Flying Tiger, which is adequate to meet all present and foreseeable needs..."

FINALLY, THE MATTER OF MAIL

"The final matter relates to mail... As in the case of property authorizations generally, no party has urged withholding mail rights from any carrier receiving authority as the result of this proceeding, nor is any reason apparent from the record for doing so. Although the Post Office Department does not contend that there are any serious gaps in the present system for the movement of trans-Pacific mail, the new schedules and frequencies to be operated by existing and new carriers obviously will be advantageous to the postal service. And, as in the past, mail will continue to be an important source of support revenues that will add a measure of strength for all Pacific carriers."



The recommendation of CAB Examiner Robert L. Park, advocating award of a trans-Pacific all-cargo route to the Flying Tiger Line, represents the first step of achievement in a 10-year dream of the airline for a certificated route on the Pacific. Back in the '50's during the Eisenhower administration, Flying Tiger first won an examiner's recommendation but the proceeding was shelved when a protest by Japan against expansion of trans-Pacific air service prevailed by the succeeding Administration. The proceeding before Examiner Park is the new trans-Pacific case begun during the Johnson Administration.

Three Tigers Among Finalists in FAA Safety Contest

Three Flying Tiger Line mechanics, who were entered as candidates in the Federal Aviation Agency's nationwide Aviation Mechanic Safety Award contest, were among the top fifteen finalists selected in the Western Region. The men were: Max Hollingsworth, Ben Shelton and Tom Roberts, all Los Angeles based employees.

To qualify for the annual FAA competition, which draws hundreds of contestants from all over the United States, a mechanic must have made "an outstanding contribution to air safety by maintenance practices." The fact that the three FTL contenders made the top fifteen in the western region is an outstanding accomplishment for each of the individuals as well as for the carrier's Maintenance and Engineering Division.

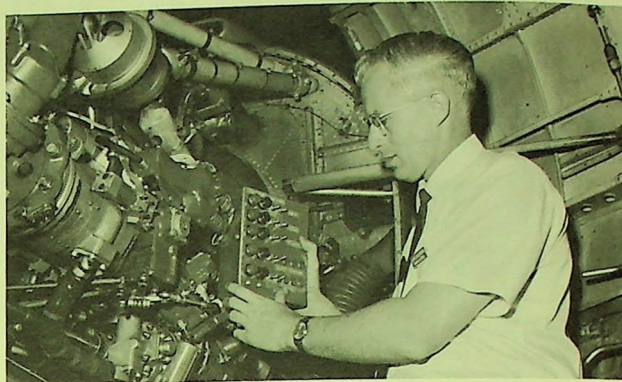
Between them, the FTL mechanics detected an error in a manufacturer's recommended overhaul procedure, perfected a new testing technique and invented a novel safety device.

THE PROCEDURAL ERROR

It was BEN SHELTON's technical sleuthing that led to the discovery of the error in the manufacturer's overhaul procedures. Shelton, a Maintenance Training Avionics Instructor, was puzzled by repeated discrepancies involving radar stabilization in the company's fleet of Boeing 707-349-C aircraft.

A review of pilot write-ups and maintenance fixes on the problem showed that the discrepancies continued even though system components had been replaced several times and system tests were properly conducted. Shelton decided to 'fly with the problem' and found that when the airplane flew straight and level, a good radar target return signal was observed on the radar scope, but when the aircraft was in a turn attitude, the target signal would compress into a very thin line. This indicated

Flight Line Electrical Foreman Max Hollingsworth demonstrates operation of CL-44 Propeller Control Unit testing device he built.



that the vertical gyro reference to the radar antenna was reversed, so Shelton did the obvious—he reversed it *the other way*. The result—radar stabilization was normal on all ensuing legs of the flight.

From this simple exercise, Shelton was able to determine that instructions in the manufacturer's overhaul manual for setting the azimuth resolver in the radar antenna were incorrect—exactly 180 degrees off the proper null, in fact. The manufacturer confirmed the error and amended the overhaul instructions accordingly.

THE TESTING DEVICE

The challenge to MAX HOLLINGSWORTH, Flight Line Electrical Foreman, was the time and cost involved in checking out the serviceability of the temperamental Propeller Control Unit on CL-44 aircraft. The PCU on the CL-44 is one of those components requiring extensive troubleshooting from time to time, involving lengthy and costly techniques.

Hollingsworth 'ran the gauntlet' as it were and designed and built a portable test unit that accurately pinpointed PCU problems in one fourth the time. A mechanic using the test unit is provided with an immediate visual indication of the serviceability of the PCU, and of the aircraft's power and ground circuits. The de-

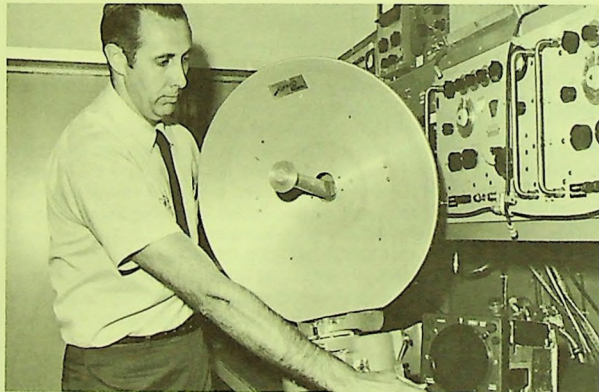
vice also can be used to adjust micro-switches utilized throughout the system, and has, according to Charles E. Pryor, senior maintenance instructor, "resulted in more system reliability and a considerable cost savings to the company."

THE SAFETY LOCK

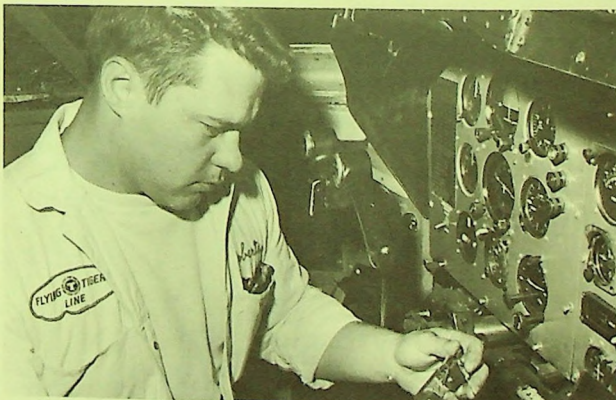
A landing gear safety lock designed and built by TOM ROBERTS, a hydraulics mechanic, is a wonderfully simple device but one that can prevent a potentially serious and costly accident. In fact, it was a very near miss that led Roberts to develop the lock.

During heavy maintenance operations on a CL-44, mechanics working on the instrument panel in the cockpit inadvertently put the landing gear handle in the 'Up' position. The aircraft's power was off at the time but later in the operation, after a change of shift, the power was turned on. A mechanic went into the cockpit to activate the hydraulic system and pressure-check certain components. Once he turned on the hydraulic pump, the landing gear began to retract. Fortunately, the alert mechanic noticed the position of the gear handle, and locked it in time to prevent what could have been a serious incident. Although the aircraft was on jacks at the time, retraction of the nose wheel

(Continued on Page 8)



Contrary behavior of aircraft radar system shown here by Ben Shelton, Maintenance Training Avionics Instructor, was traced by Shelton to error in maker's overhaul manual.



Hydraulics mechanic Tom Roberts is shown here about to attach simple but useful safety lock he designed for CL-44 landing gear lever.

New Flight Training Center in Operation

NOTHING BUT THE BEST

Since functionalism is usually the prevailing influence on the architectural design of industrial facilities, it is not surprising that the building housing Flying Tiger Line's new Flight Training Center may be a little short on aesthetic appeal. (Though this is not, mind you, to suggest that it is in any way offensive to the eye.)

But within its unpretentious walls is the utmost in modernity and sophistication in flight training equipment and techniques, some \$2 million worth of the 'very latest thing' in electronic training aids secured in a modest structure that itself cost less than \$500,000. It was built by the Sheldon Appel Construction Co., and superintendent of construction, incidentally, was Frank Toney, husband of Ellen Warner Toney, personal secretary to President Robert W. Prescott.

The Center, which is now fully operational, ranks with the very best in the airline industry. According to Oakley Smith, director of flight training, it features a number of innovative training techniques designed to maximize the performance of students and instructors alike. Tom Haywood, supervisor of flight training, notes that the facility is patterned after that "of the recognized leader in the industry, but we have made extensive refinements and improvements on that, even."

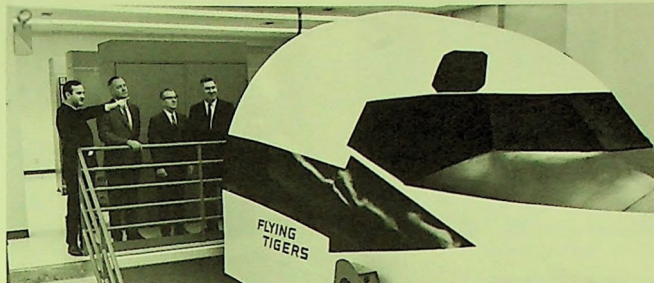
Unquestionably, the most esoteric piece of equipment in the new facility is the DC-8-63F flight simulator built by the Link Division of General Precision Inc. This \$1.5 million unit, only one of its kind installed on the West Coast, does virtually everything the actual airplane will do, with one difference—it does it while remaining firmly bolted to the ground.

In fact, the simulator has to meet the same performance parameters as the actual airplane, explains Russ Kissinger, manager of simulator engineering, and is checked out and verified by the Federal Aviation Agency in the same manner as the genuine article.

Stored in the memory drum of the latest state-of-the-art digital computer that controls the simulator are all manners of nightmares to tax the skill of the student pilot. Any and all emergency situations and flight conditions can be simulated, from multiple engine failure to violent thunderstorms. Sitting in the blacked out cockpit of the simulator, the pilot experiences the same sensations he would feel in actual flight; he even hears the whine of the 'engines,' even though there are none.

Much less forbidding is the GEMCO procedural trainer, an \$83,000 instrumented DC-8-63F cockpit 'mockup' in which pilots first familiarize themselves with instrument arrangements and cockpit procedures.

Checkout in this unit is the intermediate step between simulator time and



Pointing out features of the new DC-8-63F flight simulator in FTL's recently completed Flight Training Center is Russ Kissinger, manager of simulator engineering. Next to him, from left, are Capt. Gene Taylor, chief flight instructor, Tom Haywood, supervisor of flight training, and Oakley Smith, director of flight operations training. Behind the four is the computer complex that controls the simulator. An interior view of the simulator is shown in the photo below, along with an overall view of the building housing the new center, and of one of its four ultra-modern classrooms.

classroom instruction. In classroom facilities, nothing has been overlooked at the FTL Center. Even the seats have been designed to give maximum comfort for up to eight hours!

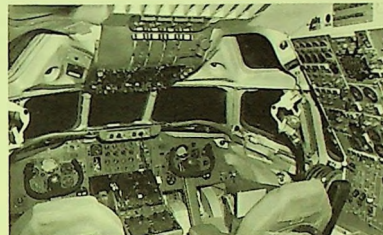
But more important are the training aids, which include four large electronic panels giving actual and schematic illustrations of the DC-8-63F's fuel system, hydraulic system, electrical system and air conditioning pressurization system. When the controls of the actual cockpit panel are actuated, the activated portion of the system lights up on the schematic diagram. As is the simulator, the panel is designed to permit the instructor to 'fault' the panel by changing the lighted portions or the gauge readings. This training aid is particularly valuable because it enables the student to correlate what he will be seeing in the cockpit with the operation of the system.

Each of the four classrooms in the facility is equipped with a Student Response Monitor, which consists of an electrical response panel at each student position, connected to a master control panel on the instructor's podium. The system has a number of obvious advantages.

Also standard equipment in all classrooms are front and rear projection screens for slide or sound movie film presentations. The Student Response Monitor system, incidentally, is also coupled to the slide projection system.

A piece of equipment not yet installed, but due in June, is an Emergency Evacuation Trainer, designed to simulate emergency egress procedures for both the Boeing 707 and the DC-8-63F. This unit will cost \$40,000.

A never ending flight training function is the compilation and revision of training manuals. The Center's Publications Section is presently in the process of producing some 750 copies each of such DC-8-63F training tomes as the FAA Approved Flight Manual, the Operating Manual and



the Performance and Cruise Control Manual. These run anything from 350 to 500 pages, and are constantly revised. What is involved in collating these cumbersome volumes is something only the girls in the Publications Section fully appreciate! Technology hasn't improved very much on the old-fashioned hand method in that department!

And neither are the frontiers of science under any undue pressures in the ever important Administrative Section, where the most complex bit of machinery is still the typewriter, and the most esoteric electronic device is the never silent telephone. Nonetheless, the Section is an efficient hub for the entire complex, despite its heavy reliance on the human element!

FTL and UAL Sign Pact



Edgerton Elected To FTL Board

Howard Edgerton, Chairman of the Board and chief executive officer of California Federal Savings and Loan Association has been elected to the Board of Directors of The Flying Tiger Line, Board Chairman Wayne M. Hoffman announced.

Edgerton fills a vacancy on the Flying Tiger Board created by the death in January of Maj. Gen. Clarence A. Shoop, vice president and International Group executive of Hughes Aircraft Co.

Edgerton was President and chief executive officer of California Federal Savings and Loan Association, a company with assets of \$1.5 billion, for 25 years before assuming the Board Chairmanship.

A past president of the California Savings and Loan League, and of the United States Savings and Loan League, Edgerton was recently appointed by President Johnson as the Los Angeles Area Chairman of the National Alliance of Businessmen.

His civic activities presently include the presidency of the Board of Directors of the California Museum of Science and Industry, State of California; Board Chairmanship of the California Museum Foundation; membership on the Executive Board of the Los Angeles Area Council of Boy Scouts; membership on the Board of Directors of the Hospital Charity Fund; and membership on the Advisory Board of the Crime Prevention and Control Foundation.

He is a past member of the Community Redevelopment Agency of the City of Los Angeles, and in 1966 was general chairman of the National Governors' Conference held in Los Angeles.

A native of Sulphur Springs, Arkansas, Edgerton is an alumnus of the University of Southern California where he earned A.B. and J.D. degrees. He is a member of the California Bar.

He is married to the former Catherine Colwell, and the couple have two children—a daughter, Beverly, and a son, Russell. They now reside in Beverly Hills.



Flying Tiger Line has signed a contract with United Air Lines for maintenance of Flying Tigers' fleet of Douglas DC-8-63F Jumbo Jet airfreighters, officials of the two companies have announced.

John F. McDonald, vice president-maintenance and engineering for Flying Tigers, and Percy A. Wood, vice president-base maintenance for United, said the contract calls for United to provide airframe overhaul, modification and repairs for the Flying Tigers' fleet.

Value of the open-end contract will be approximately \$2.5 million per year. United will accomplish the work at the airline's Engineering & Maintenance Base at San Francisco.

Flying Tiger has ordered 17 of the DC-8-63s which will be convertible to either passenger or freight configuration. Delivery will begin this summer.

The contract is effective immediately, with services available from United that include "support by United's Engineering and Maintenance staffs during and after introduction of the airplane into service by FTL," according to the two airline officials. All maintenance required between major overhauls will be accomplished by Flying Tiger.

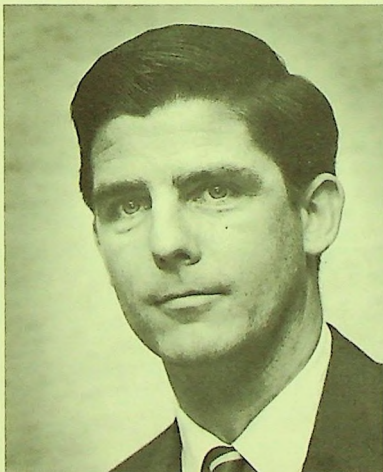
John F. McDonald (right), vice president-maintenance and engineering for Flying Tiger Line, signs contract with United Air Lines for maintenance of Flying Tigers' DC-8-63F Jumbo Jet Airfreighters while Percy A. Wood, United Vice President looks on.

Prescott On Board

ROBERT W. PRESCOTT, President of the Flying Tiger Line, has been elected to the Board of Directors of the California Life Insurance Co., it was announced this month by B. N. Nemerov, President and Chairman of the Board of the Oakland-based company.

In announcing the appointment, Nemerov pointed out that the inventive business approaches of Robert Prescott in the field of air transportation have a parallel in the aggressive sales programs of California Life in the insurance industry where it has, for many years, pioneered unique plans, most recently as one of the nation's leaders in the concept of combining sound insurance protection and retirement benefits, with financial security through mutual fund investments.

Jim Morrow New Marketing Manager



Appointment of JAMES E. MORROW to the position of manager of marketing for the Flying Tiger Line, Inc., has been announced by George Zettler, director of marketing.

Morrow was previously a financial analyst with Trans World Airlines at the carrier's headquarters in Kansas City, Mo., and before that was system manager, pricing, with New York Central Railroad.

As manager of marketing, Morrow's primary responsibility will be to develop new marketing opportunities by undertaking detailed Total Cost of Distribution analyses on industry-wide and individual company levels.

A native of New York, Morrow is an alumnus of Cornell University, where he graduated in 1964 with a M.B.A. degree.

He and his wife, Faith, have two children—Deborah, 3, and Bradley, 2. The Morrows now reside in Redondo Beach.

Aircraft Technology Key To Airfreight Growth



Robert W. Prescott

Emergence of the 'new technology' family of so-called Jumbo Jets is "the one great step forward" in the present development of the airfreight industry, Flying Tiger Line president Robert W. Prescott told the Economic Club of Detroit in April.

"Continued development of aircraft efficiency is the key to the growth of airfreight," Prescott maintained, adding that the impact of technological progress over the past decade on air transportation costs has been ten times greater than it has been on the costs of surface modes.

This responsiveness to technological growth, he said, is a "significant advantage our industry has in its efforts to narrow the cost gap between air and surface transportation modes."

To emphasize the direct link between technological advancement and air transportation economics, the Flying Tiger chief executive drew the following comparison:

"To move 110,000 pounds of cargo on a round trip from Los Angeles to New York by a DC-3 (the workhorse of the 1940's) would require 16 flights, 1050 pilot hours, and 128 landings. On the new DC-8-63F Jumbo Jet airfreighter now coming into service, this same work can be accomplished in 30 pilot hours and with only two landings. In other words, three pilots can accomplish the same work on a DC-8-63F that would have required 99 pilots on the DC-3."

The same effect is evident on the manpower required to support the operation of the aircraft, Prescott said. "In 1950, the Flying Tiger Line was earning gross revenues of \$11,000 per employee. In 1967, this figure had risen to \$42,000 per person and our force sheets forecasts indicate that when our 'stretched' DC-8s are fully operational, this figure can be expected to rise to \$60,000."

"Furthermore, the DC-3s in accomplishing the transcontinental move I mentioned, would have burned 48,000 gallons of high octane fuel at a total cost of \$8,160, whereas the 'stretched' DC-8s will burn 21,000 gallons of kerosene at a cost of \$2,100."

This favorable trend line in operating

costs, Prescott stated, will continue as still larger aircraft such as the Boeing 747 and the Lockheed L-500 come into service.

The airfreight industry, he said, has the benefit of a greater rate of technological improvement on the size and efficiency of its vehicle of carriage. "The long haul trucker and 'piggyback' rail carrier, who today are carrying many of the commodities which we hope to put into the air tomorrow, when we approach their cost levels, are faced with serious constraints on their efforts to increase vehicle size, such as tunnel, viaduct and bridge restrictions, as well as highway weight bearing and width restrictions.

The air transportation industry, on the other hand, Prescott pointed out, can produce an aircraft of almost any size that it can succeed in getting airborne.

The McDonnell-Douglas DC-8-63F, for instance (of which 17 have been ordered by the Flying Tiger Line), has an effective payload of 110,000 pounds and is the first jet airplane built that is not space-limited versus its weight carrying capability. This, Prescott declared, is the airplane's most important feature. Today's standard jets have a weight lifting capability of 95,000 pounds, but the average density of air freight is such that a 0,000 pound load would fill up the airplane. The 'stretched' DC-8 has the cubic capacity to accommodate its full payload of 110,000 pounds.

...But even as he emphasized the point that suitable aircraft were crucial to the success of the airfreight industry, Prescott made it clear that in the final analysis, the measure of the industry's progress is dependent on its proper use of that capability.

"We consider our greatest opportunities to lie in the long-haul domestic market, and in the international market. In the international market, the air carrier is the only mode that holds the capability of carrying freight from one inland point to another inland point without transfer from a land carrier to a water carrier and back again to a land carrier. In addition, because of our ability to fly great circle routes or direct courses, we can eliminate dog-leg mileages incurred by surface modes. This saves money and increases the competitive overlap."

Prescott concluded with the observation that with the two basic pre-requisites satisfied—proper aircraft and adequate routes—the industry could then concentrate on pricing and service strategies which, in the ultimate, will win over new markets.

TIGERS SET UNOFFICIAL RECORDS

Unofficial speed and distance records were established by a Flying Tiger Line Boeing 707-320C on a routine Military Airlift Command charter flight recently, from Norton Air Force Base, near San Bernardino, Calif., to Yokota Air Force Base, near Tokyo, Japan. The flight covered a distance of 5720 statute miles in a verified time of 11 hours and 18 minutes, for an average ground speed of 506 miles per hour.

The official speed and distance records for a trans-Pacific crossing are held by the McDonnell Douglas Aircraft Co., which flew 5,560 statute miles between Long Beach, Calif., and Tokyo in August, 1966, in 11 hours, 32 minutes and 19 seconds. That record was set by a Douglas DC-8-61 aircraft during a company demonstration flight.

The records claimed by the Flying Tiger Line will not be officially recognized, however, since the flight, being of a routine nature, had not been officially sanctioned by the National Aeronautical Association, the U.S. agency authorized to monitor record attempts on behalf of the international authority, the Federation Aeronautique Internationale.

The Flying Tiger Line Boeing 707, piloted by Captain Bobby Tharp, carried 20,790 pounds of freight payload.



Three 60 foot lengths of aluminum conductor rails, a new type of third rail developed by Kaiser Aluminum, left San Francisco in March aboard a Flying Tiger Line CL-44 cargo plane. They were flown, as model Barrie Connelly indicates, to Boston for a test installation on the lines of the Massachusetts Bay Transportation Authority. The new rails, an aluminum conductor "sandwich" formed with steel, are produced in 60 foot lengths as against the conventional 33 to 39 feet lengths, resulting in fewer joints and more economy. Identical prototype rails will make up 170 miles of BART's power transmission system.

LETTER BOX

Three Tigers in FAA Competition

(Continued from Page 4)

Traffic Manager
Flying Tiger Line, Inc.
Los Angeles

Dear Sir:

We wish to thank you for the expeditious manner in which you handled our recent shipment of very precious machinery to the National Association of Broadcasters' Exhibit in Chicago. One of your Customer Service people, Miss Louise Morton, was most helpful. The equipment arrived exactly on schedule and the cooperation could not have been better.

We look forward to working with you again in the very near future.

Sincerely,
W. L. Cara
Vice President and
General Manager
Gauss Electrophysics, Inc.,
Santa Monica, Calif.

Mr. Mel Licking,
Sales Manager,
Flying Tiger Line, Inc.
Cleveland, Ohio

Dear Mr. Licking:

Our Pres-Weld Machine from Pressed and Welded Products, Oakmont, Pennsylvania arrived Los Angeles on schedule.

We wish to thank you for your efforts and personalized service to insure that everything along the line went well. You are to be congratulated on your fine service.

Sincerely,
W. A. Bowdidge,
Traffic Manager,
Guy F. Atkinson Co.,
Contractors and Engineers,
South San Francisco, Calif.

Flying Tiger Line, Inc.,
Los Angeles,

Dear Sirs:

I am writing this letter on behalf of myself as well as the 164 other people aboard the Flying Tiger Line (Military Airlift Command) flight I took on February 4th. On that day, we left Norton AFB, Calif., on our long journey to Viet Nam.

We would like to thank all the stewardesses for the excellent manner in which they served us. Never before have I seen more *sincere* smiles, and a willingness to make passengers comfortable.

I can appreciate the workload involved in feeding 163 men and two women, in addition to serving coffee with a smile at all times.

Sincerely,
Jane McGrath
LTjg/NC
USNR

Mr. Russ Kelly
Flying Tiger Line, Inc.,
Los Angeles

Dear Mr. Kelly:

On behalf of this organization, the world's largest and oldest news feature service, and The World Almanac, I would like to express our deep appreciation for your assistance in the handling of the air shipments of The World Almanac to Los Angeles this year.

Despite the problems we encountered, your cooperation enabled us to move the cargo without undue delay or cost. Your actions in dealing with us reflected the highest credit on yourself and the Flying Tiger line which will certainly receive most favorable consideration for all our future air shipments.

Thank you for your courtesy and cooperation.

Sincerely,
Edward R. Kennedy,
Vice-President, Client Service,
Newspaper Enterprise Association

Flying Tiger Line, Inc.
Philadelphia, Pa.

Dear Al:

We want to take this opportunity to thank you for all the extra effort you gave in order to make our charter flight from Philadelphia to Kimpo Airport, Seoul, Korea, a success.

Sincerely,
C. F. Navarra
Supervisor—Traffic
Power Circuit Breaker Department
General Electric Co.,
Philadelphia, Pa.

THE
FLYING TIGER
LINE

7401 WORLD WAY WEST
LOS ANGELES INTERNATIONAL AIRPORT

00661
C. E. Bellows
1501 Alice St.
Davis, Ca 95616

could have injured personnel working in the nose wheel well.

The safety lock devised by Roberts will lock the gear handle in the 'Down' position and protect against a recurrence of this sort of near catastrophe.

To men such as Shelton, Hollingsworth and Roberts, solving such problems as these is simply a part of their job. That they bring such skill and ingenuity to bear on their work is a measure of how exceptionally well qualified they are to do it, and of how dedicated they are to the first and foremost principle of their work—safety.

In commenting on their remarkable showing in the FAA competition, John McDonald, vice president of maintenance and engineering, had this to say: "The Flying Tiger Line can be justly proud of these men who are a part of one of the finest maintenance teams in the airline business—or, for that matter, in any business. The savings to the company, in terms of both time and money, that are implicit in their accomplishments are immeasurable, but more important is the unwavering emphasis on the safety of the men who work on the aircraft and who fly in them."

COVER PHOTO

Only weeks away now is the first of Flying Tiger Line's fleet of DC-8-63F Jumbo Jet airfreighters, the world's largest and fastest commercial airplane. This issue's cover shows the aircraft as it was just a couple of short months ago (top), as it was a couple of shorter weeks ago (center) and as it will be in July when the first will grace the airplanes of the Tiger system.

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TIGER TALK

PUBLISHED BY AND FOR EMPLOYEES OF THE FLYING TIGER LINE

VOL. 22—Nos. 3-4

MAR.—APR. 1968

MANAGEMENT CLUB FORMED AT FTL

An important new sphere of activity has opened up within the Flying Tiger Line with the formation recently of the FTL Management Association. FTLMA is an organization of FTL management and supervisory personnel, whose primary aim is to develop and apply the principles of sound professional management techniques.

The organization is affiliated with the National Management Association, whose current membership is in excess of 250 management clubs with over 800,000 members.

The possibility of forming an FTL management club was investigated several months ago. A Steering Committee, representative of all departments within the company, was established under the chairmanship of Chuck Snoke, manager of employment. To this group must go the credit for much of the initial spadework. From its membership, a Constitution Committee was elected to draft a constitution for the proposed club, and a Nominating Committee was appointed to draw up a slate of candidates for the Board of Directors.

Members of the Steering Committee, in addition to Snoke, were: Manny Marquez,

Don Morrissey, president of the FTL Management Association, receives Charter from Ren Briggs, area vice president of the parent association.



assistant controller; Leona Ross, manager Credit Union; Don Morrissey, manager of ground and passenger services; Dick Snyder, print shop supervisor; Ken Ousman, general foreman, maintenance; Jack Foster, assistant manager, rates and tariffs; Al Penrose, supervisor of maintenance training and Stan Adams, manager of revenue accounting.

Support FTLMA

The success of the Flying Tiger Line Management Association depends on the support of its membership. It has made a spectacular debut, having already collected into its ranks nearly two thirds of FTL personnel eligible for membership.

Nonetheless, this leaves a third of the organization's full potential untapped, as it were, and it is to that group that this message from president Don Morrissey is addressed.

"The constant aim of the Management Association is to make for better management, both from the standpoint of the individual and from that of the corporation as a whole. This objective alone, in my opinion, should be reason enough to induce our managers and supervisors to join. I hope it will at least induce those who have not yet joined to inquire further into the aims and purposes of the organization."



By mid-February, the Steering Committee was ready to present its proposal to FTL management personnel. The meeting at the General Office cafeteria drew an overwhelming response, with a virtually unanimous vote in favor of the formation of an FTL Management Association.

Weeks later, FTLMA held its first formal meeting in the form of an inaugural dinner at the Proud Bird Restaurant near Los Angeles International Airport, an event sponsored by the company. More than 100 Tiger managers and supervisors were in attendance, including President Robert W. Prescott who was among the first to become a member of the Association. Also a member is Wayne M. Hoffman, Chairman of the Board.

In a short address to the gathering, Prescott pledged his support to the new organization, which he hailed as yet another indication of the rapid growth of the Flying Tiger Line as an aggressive and dynamic business enterprise.

The carefully prepared Constitution of the Association was accepted as written, and a Board of Directors voted into office. The officers and directors of FTLMA are:

Don Morrissey, manager of ground and passenger service (chairman and president); Eddie Holohan, director of public affairs (vice president); Leon Johnston, supervisor of material planning (secretary); Eugene Crew, manager of internal audit (treasurer); and Chuck Snoke, manager of personnel, Howard Smith, manager of material control, John Munoz, foreman of plant maintenance, Joe Baker, manager of facilities and equipment, 'Dusty' DeStefano, foreman—inspection, Al Sachs, director of property and airport agreements, Ed Trott, LAX station manager, and Harold Robinson, senior operations controller—all directors.

Having been duly and properly inaugurated, the young Association wasted no

(Continued on Page 5)

Officers of the newly formed FTL Management Association are, from left to right: Eugene Crew, treasurer; Harold Robinson, director; Don Morrissey, president; Ren Briggs, area vice president of the National Management Association, Eddie Holohan, vice president; Chuck Snoke, director; and Leon Johnston, secretary.



Miss Flying Tiger Line

This pretty face, familiar to all at the General Office, belongs to Susan James, secretary in Facilities and Maintenance. Susan makes news in this issue as the Flying Tiger Line's entry in the Miss Los Angeles Interline beauty contest held by the LA Interline Club at the International Hotel on April 17. Susan did not win the title, but won hundreds of new admirers and a \$50 check. As her form testifies, she is a sports fiend, with snow and water skiing high on her list of outdoor pastimes. For relaxation, she tells us, it's oil painting and sunbathing (after all, she does live in Manhattan Beach).

'Best of the West' Vacation Offer

Flying Tiger Line employees can enjoy a 'Best of the West' vacation this year at discounts of up to 35% from regular tour package prices.

This is Frontier Airline's offer to get more of the nation's airline employees acquainted with the ten great national park areas and the 26 dude ranches served by Frontier in "fabulous Frontierland."

National parks on the system of the Denver-based airline are Yellowstone, Grand Teton, Grand Canyon, Glacier, Carlsbad Caverns, Canyonlands, Hot Springs, Mesa Verde, Mount Rushmore and Rocky Mountain.

Most of the dude ranch vacations offered are within Colorado but the location notwithstanding, dude ranch vacationing is the only way to rough it lavishly.

Frontier, incidentally, has a very liberal pass policy and a special airline employees discount fare for those who prefer traveling with positive transportation. You can check with Daniele Blaschey in Industrial Relations (ext. 3096 for the particulars).

A 9000-Pound Routine Job

For the Flying Tiger Line freight handlers at Hartford, Conn., loading the 9000 pound single shipment aboard a CL-44 one Friday night some time ago was a routine job. Unloading the shipment at Los Angeles the following Saturday morning was just as routine a procedure.

So it was for the truckers who picked up the load and hauled it to Pasadena that same day. And so, too, was it a routine job for the men who installed the equipment on the Sunday.

But it was anything but routine for Aremac Associates of Pasadena, Calif., to have a 9000 pound precision jig borer in production and making money only four days after it left the manufacturer's plant some 3000 miles away.

That, however, is what airfreight is all about.

Aremac evidently had it all figured out, but it was the first time in its 108-year history that Pratt & Whitney, manufacturers of the giant jig borer and, incidentally, one of the world's largest manufacturers of aircraft engines, had shipped such a large machine by air.



Joseph A. Bungartz, of Pratt and Whitney's Colt Industries, and Jorgen Harnum, of Aremac Associates, Pasadena, Calif., shake hands over a deal that airfreight alone made possible—the shipment of a 9000 pound jig borer from the manufacturer into production in under four days. Looking on are Charles A. Samu (far left) and Harry A. Whitefield, both of Pratt & Whitney.

Wanted: Two Young Girls for A Paid Vacation In Japan

Two young girls—daughters of airline employees in the United States—will win all-inclusive trips to Japan this summer which will include opportunities to meet their Japanese counterparts, live with a Japanese family, and go sightseeing in areas rarely visited by tourists.

The girls will be the winners of the fourth annual Kunio Travel Grant, offered by the Kunio Travel Corporation of Tokyo in cooperation with Japan Air Lines. Throughout their trip they will be accompanied by a female member of the Kunio staff.

The grants originated as a kind of "thank you" to Americans for kindnesses received by Kunio Fukuyama when he studied in the United States under a Fulbright scholarship.

Winners of the trip will be selected on the basis of an essay on the subject of, "Why I Want to Visit Japan." Essays should be approximately 200 to 250 words

long and should be sent before June 21 to Kunio Travel Grant, c/o Japan Air Lines, Interline Department, 240 Stockton Street, San Francisco 94108.

To be eligible, girls must be between the ages of 17 and 20 and the dependent of a full-time airline employee in the United States.

Entries should include the name of the parent, the name of the parent's airline, and the office address, as well as the entrant's home address and age.

Winners will be announced July 5, after essays have been forwarded to Tokyo for judging, and will depart via Japan Air Lines on July 29, and return to the United States on August 26.

Copy deadline for the May-June edition of Tigereview and Tigertalk is June 20. All station correspondents are asked to ensure that their contributions will reach the Editor before this date.

AROUND THE STATIONS

DETROIT

By Lola Crotty

Congratulations to Earl Block, newly promoted Opns. Supervisor. Good work Earl!

Phil Rossman, Sr. Opns. Supv., and Steve Sobak, P/T RSM are taking flying lessons. Watch out below folks.

Earl Ludington, Traffic Agent, has been elected IAM Committee Chairman, with M. Smith, L. Reid, and R. Malesky as Stewards.

Think security! If you do not recognize an individual as a fellow worker or a steady customer, challenge him. Our warehouse and ramp area are both OFF LIMITS for non-FTL people. Security is everyone's responsibility.

Our condolences go to Alex Vincent, RSM, who recently matched two halves of a winning ticket in a Shell Gas Station contest, for \$1,000. Why condolences instead of congratulations? It's this way: Alex finally got the second half of the ticket and rushed home to match it up only to find that his wife had cleaned house and thrown the winning half away!

Management wants to express its appreciation to all RSMs for an excellent response to our new ALI L-100 palletization operation. A job well done is recognized and appreciated.

Welcome back to our old friend Del Hockersmith, who is returning to DTW from BGM as our new DSM.

Lou Rassler, Terminal Mgr., advises that everything is progressing nicely with our new Terminal building plans. Mr. Bob Brauner and Mr. Al Sachs from the home office, were in DTM recently, talking with prospective building contractors, and the word is, "It won't be too long now."

R. Ogdie, Sr. Opns. Supvrs. wants to express his appreciation to the RSM's on the grave shift of this past month for their consistently good production on departure times for both ALI and FTL.

Best bowler of the month award should go to J. C. Harris, P/T RSM, who bowled a 244 game to win his League's Pot of Gold (\$40.00). In addition, he captured two Jackpots on High Game and 630 series. Nice bowling, Jim.

With the efforts of everyone in respect to cubing outbound traffic here at DTW, this past month we benefited \$2,515.62 in additional revenue. Fine "taping" fellows.

Ed Szabla, long-time RSM, has recently purchased a new organ. Now all he has to do is figure out how to play it, but that shouldn't be too difficult around here. It seems we're well-stocked on musical talent

at FTL. For example, L. Reid, RSM, plays a mean banjo and guitar; J. Elkins, RSM, on guitar; S. Jeffers, Leadman, recently bought a guitar; T. Wade, P/T RSM, owns an organ and Steve Sobak plays guitar. Even our Ch.. Opns., Supervisor, H. Swathell gets into the act with a knowledge of sax, clarinet and piano. Topping all of this, we have a very fine singer, D. Garrison, RSM, who recently displayed his skill at a Union dance. With all of this local talent, who needs to hire a band for our next Xmas party!

Linda Tartoni, Cust. Svc., received a 1967 Mustang convertible from her boyfriend. How's that for an engagement present?

Did you know that the normal tie-down complement for a CL-44, consisting of 20 beads, 20 clamps, 20 cables, 20 floor rings, 5 harrier nets, and 30 ropes, has a total cost of \$928.75? Such costly equipment demands constant care.

In the early part of March, FTL participated in the DTW "Snow Watch Program". Our representative, E. Block, Opns., Supervisor, ran into a little difficulty on his watch. It seems he was out in a patrol car, driving around to test the snow and depth of drifts, etc., when he plowed right into the biggest drift on the field. The car was dead and Earl had to walk three miles back in the worst weather we've had all year but he did a fine job and really got into the program with that good old FTL spirit.

Glen Rowe, RSM, is organizing the FTL baseball team this year. Anyone interested in fresh air and lots of exercise, contact Glen.

SAN FRANCISCO

By Leo Maselli

SFO gained some excellent television exposure for the Flying Tiger Line recently. The company was featured on Channel 14's 'Industry Night' program.

Ably and knowledgeably answering questions relating to FTL's past, present and future was Ed Wade, SFO sales representative. Wade traced the company's remarkable growth and expansion from its humble beginning at Long Beach Municipal Airport, touched on Tigers' numerous pioneering innovations in air freight, and ended with references to the carrier's new fleet of DC-8-63F Jumbo Jet airfreighters and its hopes and plans for the future.

Conducting the interview on the KCSM-TV show was Dr. Jacob Wiens, director, College of the Air at the College of San Mateo.

All who are associated with us here in SFO are happy to see DSM Bill Campbell flashing up and down the halls again, and occasionally skipping — all this after a

successful back operation recently. We're also pleased to see John Edgar back in the SFO fold, this time as assistant DSM. Just like the old days again!

SFO's answer to Ann-Margaret, Rosie Ross, the sales department's loyal aide, is currently soaking up the sun in Nice, France, with Los Angeles sales secretary, Susan Winters. We trust they'll keep to the right beaches over there!

Yours truly, sales rep. Leo Maselli recently spent a too short long weekend in Rome, staying just long enough to vow to return with his wife as soon as they can after their second child is born sometime in the next four weeks.

Maureen Amiot always had something of a reputation for flying high in customer service at SFO. Now she's really up in the air — as a Tiger flight attendant.

Nancy Woolwine, who covers the Sea-Air desk here, found out a few days ago that she is in the family way, as the Victorians used to say. She and husband John are off to the Islands for a week to contemplate the new development.

Meanwhile, in Alaska, vacationing Dorothy McDougall and her husband are learning some hard facts of economic life up in the Yukon country. \$3.00 for a hamburger, according to her last postcard!

More fortunate financially was Dorothy Burke, chief pilot's secretary, who won a three day trip to Las Vegas with all expenses paid — all expenses, that is, except those incurred at the tables!

CHICAGO

By Liv Foster

Seems like sales representative Ken Anderson is running odds-on favorite for the ORD 'Salesman of the Year' title. He's already collected the 'Salesman of the Month' title three times in a row — for January, February and March.

He's shown in the picture collecting his third consecutive trophy from ORD's DSM



Lew Ayres, who introduced the incentive program at ORD. The year-end winner last year was William J. Shramek, who is now DSM at Binghamton.

The program at ORD has generated a great deal of enthusiasm, but the challenge is by no means an easy one to meet. Points are scored as follows:

For attaining quota, 500 points; — For each \$1000 of business over quota, 100 points; — For each 10% increase in revenue over that reported for the preceding

(Continued on Page 5)



Introducing Li'l Tige...

Don't let the somewhat doleful expression fool you. It's all a clever put on. This little fellow has himself one heck of a ball! His monicker is Li'l Tige, an appropriate name for the younger half of a cute canine twosome owned by Mrs. Robert W. Prescott. We introduce him to you in the pages of Tigertalk because we think he makes a delightful change from pictures of people holding placques and shaking hands and so forth.

FTLMA

(Continued from Page 1)

time in getting underway an informative and entertaining program for its membership, which now, incidentally, is well over a 100 strong. (This by the way, is a remarkable accomplishment, since the number of FTL personnel eligible for membership is barely 180).

The first proper meeting of the Association, a luncheon affair at the Proud Bird, set a pace which, if it continues, will ensure provocative and lively sessions for the club. The speaker at this March meeting was Walt Hendrick, manager of operations control — aircraft, who gave attendees an insight into some of the problems associated with scheduling the flight operations of the company. His address provoked a stimulating question and answer period which certainly led to a better understanding of the operations control function by those members not directly associated with it.

On April 3, by invitation of the McDonnell Douglas Aircraft Company's management club, FTLMA members were taken on a guided tour of the corporation's aircraft manufacturing facilities in Long Beach, Calif., where they view the first of FTL's fleet of DC-8-63F aircraft in assembly (See Tigereview cover).

At the last monthly meeting of the Association, on April 18 FTLMA was formally accepted as a member of the National Management Association. The FTLMA Charter was presented to president Don Morrissey by Ren Briggs, area vice president of the National Association, and a member of the McDonnell Douglas Management club.

Guest speaker for the evening was Dr. Larry Vredevoe, professor at the UCLA Graduate School of Business, who gave an inspiring talk on the wide range of personalities found in the management profession.

Service Awards

MARCH

5 Year Awards:

Michael J. Canney (ORD); Roger L. Moljenhour (ORD); D. L. Rayford (LAX); Dick Snyder (LAX).

10 Year Awards:

Joseph A. Brown (EWR); Kay A Davis (LAX); Norman V. Mathis (Okinawa); Toshiyuki Tomura (Tachikawa).

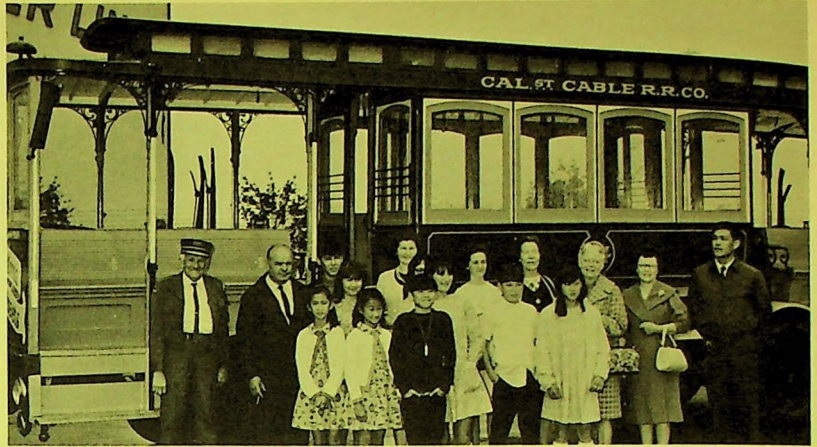
APRIL

5 Year Awards:

George A. Gewehr (EWR); George E. Lange (ORD); Rosemary R. Ralph (EWR); Merle E. Kleen (SFO).

10 Year Awards:

Thomas M. Bowen (LAX); Joseph A. Cornelius (EWR); Richard J. Feuerherm (LAX); Wesley B. Lockhart (SFO); Earle L. Lowry (LAX); Robert W. Swan (EWR).



FTL Host To Special VIP's

The Flying Tiger Line, through Plant Maintenance foreman Al Cormier, played host to some very special guests recently. The VIP's were eleven Korean children adopted from Holt's Orphanage in Seoul. The orphanage is operated by the Holt Foundation and the youngsters who visited FTL were those who have been adopted by the Foundation's Board Chairman, Mrs. Holt, of Oregon.

The children toured FTL facilities in a converted San Francisco Cable Car, kindly loaned for the occasion by Mason Mallory, director of publicity at Western Airlines. After the tour, the kids enjoyed a hearty lunch at the company cafeteria.

Tiger employees have a particularly close association with the Holt Orphanage. The airline brought back hundreds of children to the United States for the Holt Foundation in the years after the Korean War. It has also shipped numerous contributions to the Seoul Orphanage, including over 10,000 pound of food, candy, clothing and gifts donated by Tiger employees last year. The Tigers also presented the orphanage with a badly needed water pump. Al Cormier has coordinated this effort on behalf of the Tigers.

New Hospital

A new hospital under construction in Taipei, Taiwan, is being jointly financed by members of the original Flying Tigers and the Los Angeles Medical Assistance Association to China.

Ground breaking ceremonies for the 100-bed building were held in March, and were presided over by Mrs. Lai Ming-tang, wife of the commander-in-chief of the Chinese Air Force, and Mrs. Anna Chennault, widow of General Claire Lee Chennault and vice-president of international affairs for the Flying Tiger Line. Mrs. Chennault, whose husband led the famed Flying Tigers in China during the early months of World War II, personally donated \$1000 for the hospital.

Mrs. Holt and Al Cormier with Korean orphans who visited FTL recently.



CHICAGO

(Continued from Page 3)

month, 50 points; — For block space contracts negotiated and signed, 500 points; — For sales leads to other stations, and these must be logged in by the sales secretary, 5 points; — For speeches or presentations made by the individual, 50 points; — And for accounts secured in the Container program (initial month), 100 points.

Ken is doing real well, but there are still nine months to go, so the contest is still a contest.

Mrs. Jan Fultz, secretary to terminal manager Gerald Nimtz, is going to have a little Tiger pretty soon. She'll be around until July, but after that Junior will be getting all her attention. We'll miss Jan, who is married to Stan Fultz, sales rep. for Airlift International.

A hearty 'welcome aboard' to Barbara Habetler, who recently joined the ORD crew as a clerk to Gerald Nimtz.

Excellent news for double parkers! Construction has started on a desperately needed parking lot at ORD.



Swamped for the moment with hundreds of Flying Tiger Line beach bags is Mrs. Ellen Warner Toney, personal secretary to President Robert W. Prescott. The bags were gifts from the airline to attendees at the annual convention of Executive Secretaries' Inc., of which Ellen is a member, representing FTL. The three-day convention was held at the Century Plaza Hotel in Los Angeles.

THE ONLY WAY TO SEE EUROPE!



Two Flying Tiger Line first officers will tell you that there's only one way to see Europe — on a motorcycle. That's just how Clark Chrisman and Rory Pendley did it some time ago and now they want to do it again, only this time with more Tiger motorcycle enthusiasts in tow. A number of their colleagues apparently have expressed interest in a motorcycle tour of Europe.

The two men picked up their Triumph 650 cc motorcycles in Copenhagen, rode them through Munich, Innsbruck, Zurich, Geneva, Nice, Pisa, Florence and eventually to Rome, from where the bikes were shipped back to the States.

European weather not being of the most predictable variety, Chrisman and Pendley were lucky to get only one drenching en route, not counting the drenching of another kind we suspect they had in Munich which they hit just in time for the famous Oktoberfest beer festival.

Pictorial History Of Flying Tigers



Yet another book recounting the story of General Claire Lee Chennault's Flying Tigers has hit the bookstalls. But this book tells the Tigers' tale in a different way.

It is a pictorial history of the famed American Volunteer Group, and offers the peruser a profuse collection of rarely published photographs of the men who were the Flying Tigers and the machines they flew.

The book — entitled, naturally, 'Flying Tigers' — was compiled by Sydney P. Chivers who counts a number of the original Flying Tigers among his personal acquaintances. Chivers who once worked for the Flying Tiger Line, is a well known artist and aviation illustrator. He is now associate editor of Scale Modeler Magazine and art editor of Air Classics.

A number of drawings and full-color illustrations by Chivers of the various Curtiss P-40 models flown by the Flying Tigers are a highlight of the book, as are his equally faithful pictorial reproductions of the other aircraft that figured as either heroes or villains over the skies of China and Burma in the months leading up to the outbreak of war in the Pacific.

ALBACORE TRIP

Flying Tiger Line's Industrial Relations Department has made arrangements for an Albacore fishing trip on Saturday, August 10, 1968. The organizers have chartered the 50 foot "Webfoot" which accommodates 20 passengers.

The Webfoot will depart from Fisherman's Landing in San Diego on Friday evening at approximately 11 p.m., and will return early on the Saturday evening. Ample food provisions should be made, though fishing tackle may be rented at the Landing. Arrangements will be made to charter a bus from Los Angeles to San Diego and return.

The charter price of the Webfoot is \$450 or \$22.50 per passenger. When making your reservation you may pay the entire price or make a \$5 deposit to hold your reservation with \$5 due May 31, June 28, and the balance due no later than July 31.

Please call Lenore Orlando on extension 3722 if you wish to make a reservation. Reservations will be made on a first-come-first-served basis.



Roland Leong's famous Drag Racing Car, the Hawaiian, left Los Angeles recently for a two month stay in Italy. The dragster will be exhibited at the Triennale di Milano, an international fair displaying the most important achievements in the field of industrial design and architecture. The racer left Los Angeles via a Flying Tiger Line CL-44 for New York where it continued to Milan via Alitalia Airlines DC-8 Jet Freighter. Viewing the car prior to departure (from left to right), Ralph Wyser of Alitalia Airlines; Hans J. Witten, Export Manager of Penson & Company; and Louise Morton of Flying Tiger Line.



Shown here being hoisted aboard a Flying Tiger CL-44 at Los Angeles is a specialized piece of equipment with a special job to do. It is a Zamboni Ice Resurfacer and is destined to keep skaters skating fast and safe on the ice rink at the new Madison Square Gardens in New York City. The machine is manufactured by the Frank J. Zamboni and Co., of Paramount, Calif., whose equipment is used throughout the world by major rinks and ice shows.