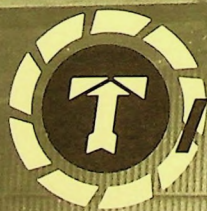


**TIGERS**



**TIGER REVIEW**

*A Tiger By The Tail*



## OUR COVER

*A Tiger By The Tail — Flying Tiger Maintenance “doctors” are on duty 24 hours a day to keep their big patients in tip-top health. Here two mechanics prepare to examine the tail section of one of our DC 8’s from a flying bridge.*

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## VOICE OF THE TIGER



For the Flying Tiger Line, the age of the super jet poses some new challenges and opens the door to outstanding new opportunities.

We have talked about the potentials of our new fleet of DC8-63F aircraft, the projected Transpacific route, the planned expansion of our domestic routes, our new terminal organization, new tariff and the traffic opportunity in containerization.

Hand in hand with expansion goes a challenge that must be understood by each of us. This concerns the funding for the new equipment and facilities we must have to operate our business and effective management of that money.

In previous years, the money required to buy a new fleet of airplanes was much easier to obtain than it is today. The reason lies primarily in the cost of equipment.

The cost of re-equipping our company today with new airplanes and new facilities is almost \$250 million dollars. This is *five times* more than the cost of our last fleet of airplanes, the CL-44s, which went into service in 1961.

Our company is one of many airlines competing for the money of institutions, banks, insurance companies, investment trusts, funds and individuals.

We must, therefore, be able to convince investors that their investment is safe and will be repaid, and that our company can earn a profit.

This is why you have heard recently about a program called “Profit Planning.”

To manage a \$200 million dollar company heading toward the billion dollar level requires new, modern techniques. One of the most important of these is Profit Planning.

Profit Planning is designed to help us attain our goal of growth with a satisfactory return on investment.

An adequate return on investment is the essence of a successful business. Without an adequate return on investment we could not obtain the necessary capital for expansion.

Profit planning enables us to make a forecast which we must have to measure the effectiveness of our management. From the forecast, we make projections which investors must have to determine if they can expect a satisfactory return on capital invested in the company.

In Profit Planning, each manager prepares a budget, estimating what he expects to spend in the year ahead. This forecast must be as realistic and accurate as possible. It cannot be merely a generous guess to be used as a bargaining figure.

Each month, the actual expenditures are compared with the forecasts. If there are variances, we look for the reason and alter our course accordingly.

Profit Planning obviously means more work for each of us. However, without such a plan there is no more possibility of successful management of our company than there is of running our aircraft on time without schedules.

We have to know when and why we are off schedule so the error can be remedied. Profit Planning also gives us a measuring stick which we can use to appraise alternate courses of action.

Profit Planning is a challenge to our organizational efficiency and our ingenuity in problem-solving. In successfully meeting that challenge lies the opportunity for each of us to make Flying Tigers an enduring, more rewarding place to work.

# Transpacific Case Reviewed

Formation of an Executive Transpacific Committee to supervise the activation of the Transpacific all-cargo route awarded to the Flying Tiger Line was completed in January and operational planning proceeded, dependent upon the outcome of a review ordered by President Nixon.

What effect the Nixon order would have on the successful applicants in the case remained an unanswered question, but hope for a favorable conclusion of the Flying Tiger application was bolstered by the fact that in every step of the proceedings before the Civil Aeronautics Board, Flying Tiger has been strongly recommended for award of the route.

The committee named to oversee route planning is composed of Joseph J. Healy, vice-president and general manager Terminals, E. A. Pinke, senior vice-president Operations, Thomas Grojean, vice-president Finance, William Gelfand, vice-president Contract Administration, H. C. Whitney, director of Terminal Systems Planning, and George Zettler, senior director of International and Interline Sales.

Committee action and recommendations are reported to President Robert W. Prescott and Board Chairman Wayne Hoffman for final approval.

Immediate attention centered on landing rights, initial points of service — Tokyo, Seoul, Taipei, Saigon and Hong Kong — operating schedules, maintenance and ground facilities, tariffs and a start-up date, tentatively fixed as April 14. Other major discussion subjects concerned revenue generation, handling agents, financial controls, proving and inaugural flights, communications and crew scheduling.

Paul Stokes, senior director of Terminals staff, Zettler and O. R. Burghardt, secretary-treasurer, scheduled Orient trips in February to study current route and service problems.

While many problems remain to be resolved, Flying Tiger's 22 years of Transpacific experience in operation of contracts and charters and its long-established bases in most of the areas it hopes to serve provide an invaluable working knowledge and background for start-up service on the big Orient route.



*A President and a Board Chairman*

## Tiger Appointment Unanimously Reconfirmed by LA City Council

Eddie Holohan, Flying Tiger Line's director of Public Affairs, is a man for whom service is a way of life. One of his commitments is to his city's government. Holohan has served as a member of the Los Angeles Building and Safety Commission since April, 1968.

Recently his reappointment by Mayor Yorty was unanimously confirmed by the City Council. His new term runs to July 1, 1973.

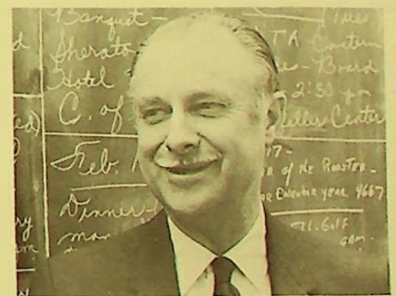
Another of Holohan's activities is IATA. Comprised of representation from all airlines operating in foreign countries, IATA works to resolve problems confronting international carriers.

An associate member of the organization since 1958, FTL recently became a full-fledged member.

Our Man Around Town Holohan was present at IATA's January 16th steering committee meeting in New York. Naturally, he was appointed to another committee — this time to help select the 1971 convention site for the organization "someplace in the United States."

As a member of the Los Angeles Building and Safety, we doubt seriously that Tigers' Director of Public Affairs will be plugging for Libby, Montana, Elbow Bend, North Carolina or even Miami, Fla., as possible convention sites.

*Holohan stands before his "appointment calendar", filled months in advance.*



*Meeting of Plans Board: Anna Chennault, (left) vice president of International Affairs, leaned forward to make a point to Board Chairman Wayne Hoffman, President Robert Prescott, Ed Pinke, Thomas Grojean and H. "Bud" Whitney.*



*Members of the Board in session: left to right, Thomas Grojean, H. "Bud" Whitney, Joseph Healy, Don Lamers, Len Kimball, Howard Jones, William Gelfand, Jack Rosenthal, George Zettler (back to camera) and Anna Chennault.*

# The Flight

## Flying Tigers' Skilled Maintenance D

Moving airfreight is a job that goes on round responsibility of keeping those giant air freighter

The DC 8-63-F's of the Flying Tigers' growing carriers, are as tough and dependable as technol receive constant care from a highly trained staff of m intervals, as well as immediate first aid for ever

Each plane has its own medical history, or main punch cards and tapes. No doctor's file could be r

How is the care and feeding of a 150,000 pound After every normal work day, either following ever elapses first, the big bird gets its daily check-of all, any complaints that may appear on the cre

They take the patient's oil pressure, check its vital organs to see that everything is in topnotch

After all repairs are completed, and if none of plane is given a clean bill of health until its ne hours flying time.

Although the 50-hour trip check is more extens as the service check, which occurs after every 200

For this major examination, the big plane is home base of the Tiger operation, and stripped by

In this case the "patient" is not fastened into ties in the back and hits embarrassingly just belo cowlings all the engines and opening all the plat

Mechanics check for any malfunctions or dam on the ground or in the air, and check the functio as radar, radio, pressurization, warning systems

The flight doctors examine all engine screens ( of metal indicate engine damage). They determin from rocks or other objects during takeoffs and lan

Since tires and brakes must be changed after flying time, calculating a takeoff and landing eve shod at this time.

Every area is examined and tested, every par or weakened is replaced.

The service check takes about eight hours to p cians are involved.

An operation check, which takes place after 80 ing 1,000 man-hours. A staff of 50 mechanics wo

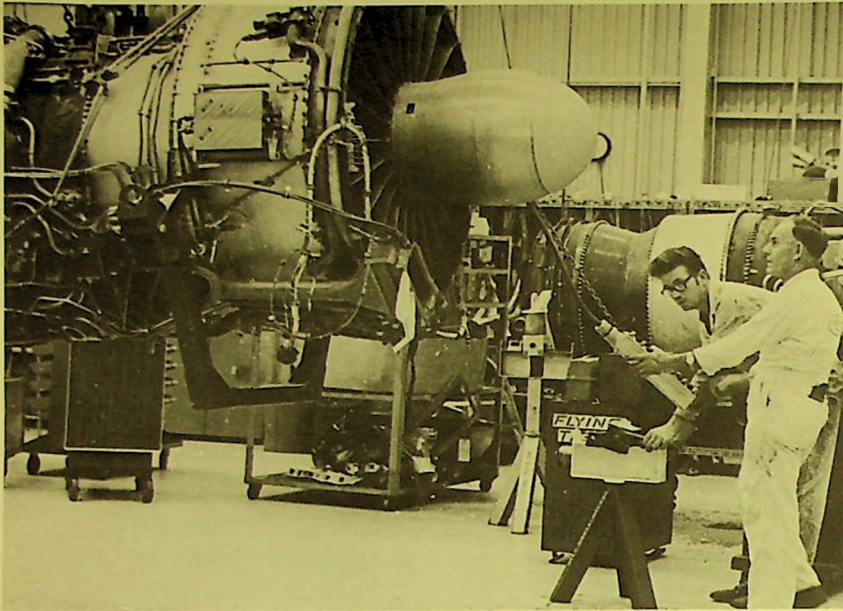
At this time those areas which cannot be rea techniques used in non-destructive testing, to che

When the big planes have logged 7,000 hour overhaul.

For this operation, consulting physicians are line's huge maintenance "hospital" at San Fran ecuted within six consecutive days.

Meticulous planning, expert mechanical kno- constant vigilance are the criteria that make the trol division staff outstanding.

They're the doctors who keep the big patient



"Doctors" Jim Wheelis, left and Harry Luepnitz prepare to examine a big jet engine, stripped for a major check-up.



Lying down on the job: Carl Kenny checks the thrust reverser.



"Open wide and say 'Ahhhh...'" — An eye, ear, nose and throat specialist, airline style, probes into the plane's radar system.



"Where does it hurt?" "Dr." Danny Sada peers into the interior of an engine.



Jose Toro of Chile checks the security of the compressor disc fan blades.

# Surgeons

## ors Battle "Flew" Bugs

clock seven days a week. And so does the wing. Not, together with the airline's other cargo and testing can make them. Yet they mechanics and technicians at computer-clocked monitor aches and pains. Maintenance record, committed to memory on IBM complete. How is it arranged? Around the clock, or 24 calendar hours, which The maintenance doctors investigate, first squawk sheet. Temperature readings and snoop into all its working order. When an investigation turns up other problems, the major physical, which takes place after 50

than the 24-hour check, it is not so complex hours of flying time. Keel into the vast hangar in Los Angeles, sending physician maintenance crews. One of those dreadful little white shirts that the groin. Stripping a plane consists of un-

ce that may have taken place to the engines if all systems that can be ground-tested, such and so forth.

See that no metal is present in the oil (flakes that the fan blades have suffered no injury mgs.

Every 100 landings, or roughly 200 hours of three hours, the big planes usually are re-

known to have been even slightly damaged

perform. As many as 16 maintenance techni-

hours, is even more exhaustive, requir-

around the clock in three shifts. Used physically are probed by x-ray and other for internal stress or damage.

flying time, they receive a complete block

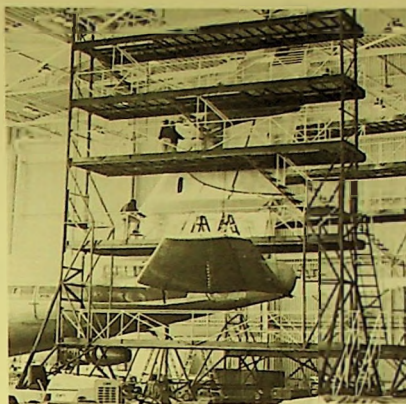
engaged. The aircraft is flown to United Air-

isco, where a major airframe overhaul is ex-

show, perpetual retraining of personnel and

flying Tigers' Maintenance and Quality Con-

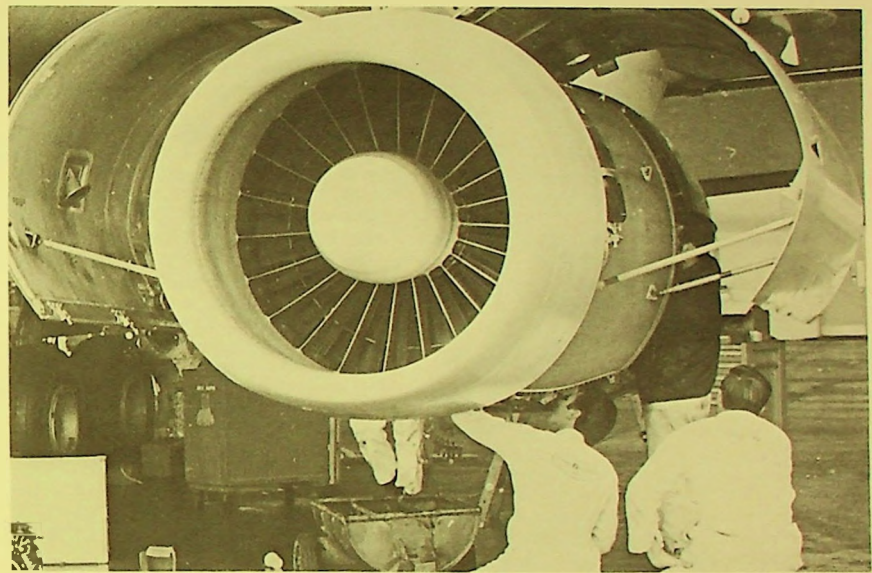
tying.



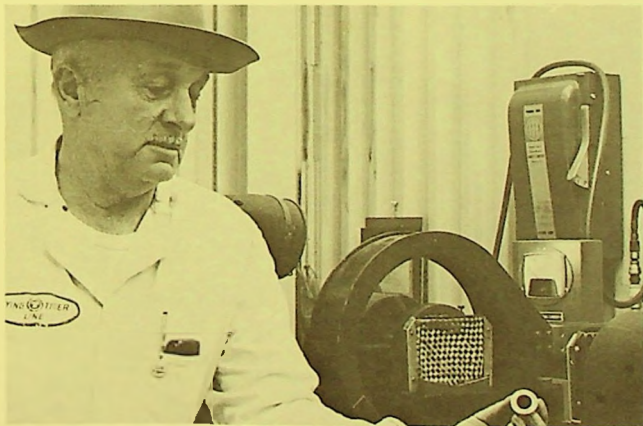
Not all patients are five stories tall. Flight surgeons check vital organs in the tail section during an 800-hour operational check.



"Calling Dr. Tiger!" Bill Lenehan, manager of Quality Assurance, (left) John McDonald, Vice President of Maintenance and Quality Control and Ken Ousmun, manager of Line Station Maintenance.



"Hammer, wrench, screwdriver. . . ." Doctors run 200-hour service check.



Sam Kee prepares to check an engine bolt in the Magnaflux machine for possible damage invisible in ordinary light.



Maintenance "doctors" also rely on x-ray to probe their patients' skeletons for stress and fractures.

# The Tigers with the Velvet Touch

A new breed of super-sleuths is playing an essential role in what is traditionally a man's business. Soft-spoken, knowledgeable, persuasive, these feminine "detectives" are Customer Service representatives for the Flying Tiger Line.

In the days of its infancy, when the fledgling all-cargo line flew any freight it could "get through the door" to survive, customer service was likely to consist of prowling around the plane or the hangar to find a misplaced package.

Today, with the Tigers' multi-million dollar fleet carrying thousands of tons of sophisticated cargo, the Customer Service girl-staff performs a vital function in a wide-flung system.

"It embarrasses us men to admit it," Bill Nichols, Customer Service supervisor of the Tiger's San Francisco terminal acknowledged, "but often a girl cracks a case by playing a hunch."

Woman's intuition solved The Case of the Venomous Viper, for example.

"A wire screen crate arrived one day containing four yellow and black banded cobras," Nichols said. "Customs refused to accept the shipment, pointing out that while the import papers listed five cobras, only four were present and accounted for."

The hangar was given a thorough and somewhat alarmed search. Still no cobra. Then one of the customer service girls played a hunch and called the local Academy of Sciences. "Sure," the brains agreed, "if cobras get hungry enough, they're likely to eat one of their buddies."

Another Tiger detective, taffy-haired, blue-eyed Lorraine Eagle considers her most interesting case in her 13 years with the Tigers to be the Mystery of the Missing Pipes.

"Two 15-foot long aluminum pipes destined for Scotland never arrived," Lorraine recalled. "We searched the warehouse. Nothing. Teletypes to other Tiger stations drew blanks. No pipes." Lorraine phoned the shipper for more information.

"Well, there are these two 15-foot aluminum pipes," he said helpfully. "They're

*Lorraine Eagle, Detroit FTL Customer Service rep., speaks softly to a customer's shipment.*



*In Boston, Trish O'Brien and Paula Pallas display the Terminal's "Coat of Arms."*



*Chicago's Edee Lake traces a box with the help of a cargo handler.*

... ah... round, they're aluminum and they're... ah... 15 feet long!" He brightened. "Oh yes — and they're painted yellow on the ends."

It was the clue of the yellow ends that broke the case. Somehow the pipes had been loaded without shipping tags and had been flying around the system. Everyone assumed they were part of the plane.

"In Customer Service you have to be a research specialist — you search, and then you re-search," Lorraine explained.

"You have to find out what you're looking for. Suppose the only information immediately available is that a missing package weighed 25 pounds. If you ask the right questions, you'll learn that it was a brown, corrugated carton, 21 x 19 inches, with blue markings, stamped 'Books'. You are on the way to uniting another customer with his package."

Delighted customers often express their gratitude in person to the service representative who served them. Twenty-three-year-old Kit Bengler, a former professional singer, received an unusual "thank-you," however, from a UCLA medical student whose surgical instruments, packed in a steamer trunk, had disappeared somewhere en route from Cleveland. He was afraid the loss of the tools would endanger his grades. He enlisted Kit's help.

Kit checked all freight movements. According to the flight records, the trunk had arrived in Los Angeles, but there the trail was lost. She queried FTL stations throughout the country. No luck.

She tried another approach: what about the truck pickups that day? Sure enough, at a trucking station in Orange County she located a three-foot steamer trunk that had been picked up with other loads. The labels had come off, and until Kit's call nobody had known how to locate its owner.

The medical student was overjoyed when Kit told him the good news.

"You deserve something very special," he promised.

A few days later the young man walked

into the office to deliver his personal "thank you" — an invitation to help dissect a cadaver.

"I mean after all, what more could a girl want?" Kit said. "Nevertheless, nothing beats the challenge and satisfaction of solving people's problems."

When a Flying Tiger Customer Service representative steps into the picture she brings with her not only her feminine charm, but a formidable range of technical knowledge including rates, tariffs, packaging information, flight schedules and customs regulations.

If a shipper needs to pinpoint the exact whereabouts of freight en route to its destination, a Customer Service girl usually can come up with the answer quickly.

Sometimes they even serve as business advisors.

Take the case of the Bottlenecked Inventory Items. Jean Chase of Los Angeles analyzed a major inventory problem for an auto accessory firm. With facts and figures, Jean convinced an official of the firm that airfreight would eliminate in-transit delays, provide prompt service and effect a considerable savings in their regional warehouse costs.

"You might say we have to be responsive listeners," said Edee Lake, one-time secretary to a Chicago psychiatrist.

Edee recalled the day an irate shipper exploded over the phone.

"I couldn't get a word in," she said. "When he finally exhausted himself, I asked him if the merchandise he thought he hadn't received might be sitting in his own warehouse. It was there, as it happened. His department had been under pressure, and one of the employees had forgotten to notify him when the delivery was made."

"Of course the poor man felt like a fool," Lil Hampaian, another Customer Service representative, said. "But there was no point in giving him a bad time. We made no cracks. He turned into a life-time customer, incidentally."

## Customer Service —

People-to-people awareness accounts for a large part of the Flying Tiger's successful operation, and the Customer Service staff plays a vital and personal role. When a storm delays a plane on occasion, for example, Boston's petite Paula Palesse takes immediate action.

"I 'phone the customer immediately to explain the situation, and keep reporting until his freight arrives. Telling him the truth, no matter how sticky, keeps his faith in us."

In an international operation like the Tigers', sometimes there are communications problems.

Paula and Trish O'Brien, former home economists, were having difficulty helping a Japanese customer on the 'phone.

"Finally we asked him to come down to the station, and the matter was cleared up at once. He was adept at reading and writing English, but he hadn't yet had a chance to learn to cope well with the spoken language."

The girls helped the customer fill out his airbill. "He was very grateful," Trish said. "He invited us to visit Japan. At least — we think he did."

Probably no airfreight service area in the nation operates under more pressures than FTL's New York terminal. The "hard-sell" philosophy of the area coupled with governmental regulations, customs, brokers, importers, shippers and forwarders would seem the least likely atmosphere for a woman.

But John F. Kennedy's Katie Holoway thrives on it. The slim, cafe-au-lait charmer brings with her not only a natural diplomacy that would lure the Statue of Liberty down off her pedestal, but the business acumen of her training at North Carolina College and her expertise on customs' regulations.

Fittingly, Katie's assignment deals with international freight — the "Sea-Air" desk. "Katie is the right arm of the salesmen," says Stan Weinstein, forwarder and Interline Sales coordinator. "We couldn't operate without her."

*Katie Holloway, JFK's Customer Rep., examines a shipment with Charles W. Smith, Customs sampler.*



That the customer's needs are of paramount concern was evident in the decision of one service representative who chose to refuse a shipment, rather than risk a man's life.

"We were to fly some rare blood to Chicago for transfer to a Texas-bound plane," Supervisor George Shay of Newark explained. "Our rep. asked a few extra questions and learned that an operation was scheduled early the next morning. She didn't hesitate. She immediately booked that precious blood on an earlier flight — of another airline."

Tigers learned later that her decision probably had insured the success of the operation, and saved the patient's life.

"The Customer Service representative is the front door of our business," said Pete Baumert, Flying Tiger director of Sales Administration and Training. "She talks to more customers than the salesmen do. She's the one who learns what the customer needs, and how to fit our service to those needs."

"And in addition she must always be gracious, patient and understanding. Remember that old novel entitled 'The Lady And The Tiger?' Well, in this outfit, they're one and the same."

*Karen Mergner and Bruce Barash (yes the boys get to play, too) reps. at the FTL Terminal in Newark, compare notes.*



*Chicago Reps. hard at work: left to right, Norma Klocek, front. Edee Lake, Lil Hampaian, (front) and Loretta Dickensen.*



*Terrie Horton and Virginia Bottino, San Francisco, play detective.*

*Chicago Flying Tiger Lil Hampaian of the velvet touch talks with a Tiger.*



## Portrait of an Airline No. 5 DELTA

(All airlines cannot be all things to all cities. The Flying Tiger Line, for example, cannot fly into Miami, Memphis, Charlotte, New Orleans, Fort Worth and other southern points. What happens, then, to cargo traveling via Tigers destined for such points?)

Reciprocal business agreements with other airlines extend service to the mutual benefit of all. This issue's "Portrait" deals with one such airline: Delta.)

During the 40 years of its operation, Delta has grown from the nation's first commercial crop-dusting company to the sixth largest air carrier in the world, with routes stretching coast to coast, border to border and across the Caribbean, whose services extend those of the Flying Tiger Line's own wide-flung system.

The air line was the first in the world to inaugurate service of three different jet planes: the DC-8, in 1959, the Convair 880 in 1960, and the DC-9 in 1965.

Delta can point to a number of other firsts. The airline was the first to place the commercial version of the famed Lockheed L-100 Hercules all-cargo propjet in domestic scheduled service.

Delta's new high speed loading system helps Tigers transfer cargo to such cities as Memphis, Charlotte, Atlanta, Orlando and Miami with maximum efficiency. The L-100-20 can be loaded and unloaded in 20 minutes.

Delta also serves as a vital link between NASA at Cape Kennedy and other American cities.

Delta has been a leader in establishing interline agreements, thus forwarding the national growth of air cargo. Today some 22 per cent of the company's revenue is derived from such interline commitments.

A reciprocal agreement between Delta and the Flying Tiger Line, for example, has made possible the publishing of joint rates linking such points as Tampa, Fla., with Portland, Ore., and New Orleans with Boston. By 1970 Delta anticipates that its present employee roster of 17,257 will have increased to 23,500.



Mary and Bill Reed prepare to fall for each other. The couple are skydivers.

## Tiger Secretary Gets High...

### 2,800 Ft. High on End of a Chute

If you're floating around on Cloud Nine some balmy afternoon, tip your crash helmet to Mary Reed, our pretty little secretary for the Claims Department.

Mary took up skydiving because she got tired of standing around earth-bound while her husband, Bill, had all the fun.

A letter carrier with a passion for far-out sports, Bill is a nut on judo, karate, scuba diving and motorcycles. "He heard about skydiving from a friend," his wife reported.

Mary and their three children used to go with Bill to Lake Elsinore where Skylark Aviation teaches people to be birds.

One Sunday morning Mary announced that she wanted to jump, too.

"Bill didn't believe me," she said.

Mary put in her four hours in ground school, learning how to fall off a four-foot platform in her jump gear, how to roll on impact to absorb the shock, how to steer herself toward the target area and other safety procedures.

She went up that same afternoon. "I had a little trouble getting out of the Cessna with that 50-pound back pack," Mary recalled.

"And then there were all these things I was supposed to be doing — you know, counting for three seconds before I looked up to see that my chute was opened properly, listening to the instructions from the ground on my jump radio. . . . But I just sort of blanked out and let nature take its course."

Mary made a successful soft landing in the target area. "Nobody was more surprised than I was," the petite flying angel said. "Now I jump every chance I get. I've jumped five times so far."

Bill has moved up to free-falling from 12,000 feet. "I'm happy starting from 2,800," Mary said. "Besides, I have to get down on the ground to check up on the kids. But it's so beautiful up there in that peaceful sky, no phones, no problems ex-

cept whether or not your 'chute is going to open."

You might say Mary Reed is one girl who keeps falling for her husband.



Mary Reed, who on weekdays is a secretary in Flying Tigers' Claims Department, Los Angeles, escapes the phone dangling from the end of a 'chute at 2,800 feet.

### THE FLYING TIGER LINE

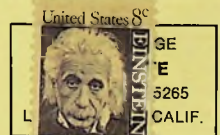
7401 WORLD WAY WEST  
LOS ANGELES, CALIF. 90009

22491

C. L. Marshall

12450 Culver Blvd.

W. Los Angeles, Calif. 90066



LOANS	POTENTIAL MEMBERS
INVESTMENTS	ACTUAL MEMBERS
CASH	PERCENT ACTUAL MEM
FURNITURE & FIXTURES	LOANS MADE
OTHER ASSETS	AVERAGE SIZE LOAN C
TOTAL ASSETS	LOANS CHARGED C
	LOANS CHARGED C
	REVENUES - LOANS
	AV. LOAN PER MEMB
	PER SHARE BAL PER



Two pretty Credit Union assets sat close to the statistical charts waiting for the annual meeting to begin.

## Credit Union's 2,472 Members Share The Cake

Not all the membership scattered around the Tigers' wide-flung system could be present for the annual meeting, but all share in 1968's profitable operation.

At the end of 1968, the books showed a total of \$2,605,060.85 in the coffers in member savings.

"Of course that figure rises and falls like the tides, depending on how much members happen to deposit or withdraw on a given day," Leona Ross, treasurer-manager of the Credit Union pointed out.

During the 25 years of Credit Union history, more than 25,000 loans amounting to a total of almost 26 million dollars have been granted.

During 1968, 2,584 loans were issued to members in a sum of \$3,067,958.48.

The Credit Committee, of which J. J. Murphy was chairman, met on 157 different occasions to process loan applications.

"Expenses for 1968 totalled \$82,030.36," explained Leona Ross. "We paid \$127,967.35 in dividends — and we have left over \$53,128.35 in individual earnings which still belong to members of the Union in one way or another."

With the rising cost of credit elsewhere, officers of the organization pointed out, the Credit Union provides the most economical loan service possible.

*Record Breaker* — Capt. Carl Prentiss and crew flew a 110,000 pound load from CHI to EWR February 5.



# TIGER TALK

PUBLISHED BY AND FOR EMPLOYEES OF THE FLYING TIGER LINE

## Credit Union Declares '68 Six Per Cent Year



Aldo Dipre passed the presidential duties to new president Jim Thomas.

In a jammed coffee-and-cake annual meeting in the LAX employe cafeteria, the Flying Tiger Line's Employee Credit Union held its annual election of officers and heard the good news that '68 was a straight-across-the-board six percent year.

"We are especially grateful to those men and women who served our credit union without pay," Leona Ross, Mama Bear of the Union said. "And we are pleased that the entire 12 months of 1968 came up roses from end to end."

Retiring president Aldo Dipre, planner in Material Control, presided over the meeting. Aldo takes his place on the Board of Directors with Ben Salvato, manager of Cost Accounting.

New officers were elected for the 1969 term. Jim Thomas, foreman in Accessory Overhaul, stepped into the presidential shoes.



Jerry Coulombe, Credit Union employe, served goodies to members who learned they could have their cake and eat it, too.

Earl Berbrick, chief ground training instructor of Flight Training, will serve as first vice president. Tom Haywood, supervisor of Flight Operations, is second vice president. Engineer Robert Bennett keeps an experienced eye on the funds as treasurer (Bennett has served three terms as president across the years) and Alice Kraus, secretary to our senior director of International and Interline Sales, George Zettler, will double her secretarial duties.

The four are serving unexpired terms on the Board of Directors.

The Credit Committee, which decides the fate of loan applications, consists of five regular members and two alternates. Noe Cadena and Sam Kee will finish their unexpired terms in '69. Jim Bray, production planner in Flight Maintenance, John Murphy, overhaul mechanic, and Janet Olson, Cost Accounting, served as alternate committee members.

## Door Prize Goes To Lady Tiger

Marjorie Schuett, of LAX Revenue Accounting, almost fell over in a faint when her name was drawn at the annual Credit Union meeting. She was the lucky winner of a color TV.

# NEWS FROM AROUND THE SYSTEM

## Philadelphia

E. A. Del Grosso Reporting

\* There have been quite a few changes in the Phl picture since we last submitted items for the Tiger Talk. Sup. R. Griffenberg and wife, Barbara, raised their family number to four with the arrival of a baby boy, which now makes the vote even in their domain, while Supervisor R. Naticchia and wife, Sue, had another girl, raising their vote to four with the odds in favor of the women, three to one. And just after the new year and too late for '68 tax deductions!

\* Barbara Liebig of Customer Service resigned to take a position with Air Dispatch. We acquired Mrs. Virginia (Ginny) Lejman. She has a husband in Viet-Nam whose tour of duty ends in September. A big moment in Ginny's life is the coming date in early spring when she will meet her husband in Hawaii for a well-earned rest for him and a vacation for her.

\* In my 17 years with FTL, we at Phl have gone through our seventh DSM starting with V. Gray, J. Walsh, J. Haggerty, T. Grimm, E. Griard, V. Del Marco and finally D. Montrose, who took a job with Flying "A" charter service as chief of sales and operations. Good luck in his new venture. This leaves us with J. Kelso and T. McAndrews as the sales force at Phl.

\* There also have been many changes with the curtailment of flights through Phl effective Nov. 14, 1968, as we lost 95% of our P/T people and the furlough of two F/T men. Walt Miles will go to work for Ground Services at the airport and C. Steinberg with ADI. We wish them both lots of luck.

\* Yours truly spent four days in Greece with the Managers' group. Having been born in Italy, I had looked forward to stopping in Rome enroute as scheduled, but on both legs of the trip we by-passed Rome due to some altercation between Olympic airlines and the Italian government. We did stop in Paris and I was on French soil for a short time. Our next planned trip is via BOAC to Jamaica sometime in May.

\* Nothing to report on the sports picture as the bowling has faltered due to a lame arm for the past two months, which I'm happy to report has shown some improvement with a good game now and then. I'm looking forward to a good summer's rest for the arm and return to full action again in the fall.

\* We still handle BOAC as an outside service, but ALI has moved out on their own and are being handled by Ground Services, which has given us more room and time to make the equipment and facility again look like a first-class Tiger Station. We are looking forward to the building up of Cargo City, of which we are in the first phase. We hope then to have first class DC-8 service through Phl.



*THEN THERE'S THE DAY THE CEILING FELL DOWN . . . Bob Manfredi, Customer Service rep, inspects a two-by-four hole in the ceiling (hanging upside down like a bat) while Bruce Barash dauntlessly mans the phone at FTL's Newark station. An electrician who was installing wiring on a new speaker system missed the studs, took a false step and dropped in on Customer Service.*

*"I'm not a burglar," he is reported to have snapped, "I just work here!"*

## Detroit

Lola Crotty Reporting

(Since March of 1968, Lola Crotty, secretary to General Terminal Manager Neil Vincent has been editing a little bulletin for DTW, which we have permission to share here. Lola has been with the Tiger Line for two and a half years).

\* FTAS Our newly instituted Flying Tiger Air Service, headed by Howard Swathell and assisted by Louie Malvitz, Fred Mills, Jerry Fogt and Marie Tedesco, has gotten off to a fine start. In their first month of business FTAS has handled over 900,000 pounds of freight under its Ford Containerization program.

\* Airlift International has moved out of our building and off the airport all the way out to Willow Run. We wish them luck in their new headquarters.

\* We gave Ken Campbell such a fine sendoff a few months ago that he reconsidered and returned to us as a Senior Operations supervisor. Nice going, Ken!

\* Congratulations are in order to Stu Gibbs and Jerry Hines on their promotions to leadmen, to John Elkins, upgraded to traffic agent, and to Sam Jeffers, our newest Operations supervisor.

\* We would like to welcome Rick Seyforth, Mike Mininni and Greg Corby to FTL as our new Traffic agents.

\* Our Sales Department is pleased to welcome Bob Trott, Sales representative, and Larry George, Sales trainee. Bob is an ex-pilot who has flown almost everywhere in the world. Larry comes to us from Kent State University, Ohio, where he majored in marketing.

\* Welcome to Ron Pfefferle who is moving from EWR to DTW with his wife and five daughters. Here's a guy who'll never have to worry about coaching a little league baseball or football team.

\* Congratulations to Don Garrison and his new bride. As anyone who attended our Xmas party can tell you, Don can sing up a storm.



*Four recent additions to DTW are, left to right, Fred Mills, Marie Tedesco, Ron Pfefferle and Jerry Fogt*

\* Congratulations to Sara Montemurri who received her five-year pin.

**Late Flash:**

We would like to extend a hearty welcome to four recent additions to our office staff. Fred Mills, Operations supervisor, comes to us straight out of the Air Force. Fred spent six years in Japan and fell in love with the country. Apparently that isn't all he fell in love with. He brought back a beautiful wife, named Yuko. The couple has two children, Tommy and Kim.

Marie Tedesco, general clerk, hails from New York and can really roll those rrrr's. She is married to Vincent Tedesco, sales representative for SAS. Anyone wanting to go to Scandinavia see Marie — she can "get it for you wholesale."

\* Ron Pfefferle is new to DTW but not to Flying Tigers. Ron has been promoted from supervisor, Training in EWR, to manager, Terminal Operations in DTW. Ron is in the process of buying a home so he can move his wife and five daughters here with him.

\* Last but not least is Jerry Fogt, Operations supervisor and newcomer to FTL. Jerry impressed us as a very quiet, shy individual until the night of our Christmas party. He showed up with a lovely blonde on his arm and proceeded to show us all the latest dance steps. He's also the only guy in Michigan with a sunburn in January — seems he fell asleep under a sunlamp.

## Chicago

Liv Foster Reporting



Maryanne Konicek, Terminal secretary (left) and Maryanne Maher, Sales secretary, Airlift

\* While LAX Tigers were being washed into the sea in January's record-breaking storm, and SEA was working on the third glacial age, ORD-ites were fighting their usual dark winter. But some Chicago Tigers were looking back on happy memories.

"One of the fantastic features of working for an airline is the opportunity to travel at a cost possible for the average person," Liv writes.

"Maryanne Konicek, Terminal secretary, and Maryanne Maher, Sales secretary for Airlift International, signed up for one of Irish International's great interline tours to Ireland.

"Both are ready to return at any time. The Irish coffee liqueur they brought back was mmm-mmm good!"

# Slap On The Back Department

## Appointments

Paul A. Stokes, senior director of Terminal staff, recently announced the appointment of John Pierson to the position of manager, Terminal Operations, at JFK. John has served Tigers in the capacity of Ramp serviceman, traffic agent and supervisor at our CLE terminal since joining the company in 1956.

John replaces Dave Glover who recently resigned to accept another position in the industry.

Three Tigers assumed additional responsibilities early in January. They are John Geehan, Jim Hearn and Neil Vincent.

\* John Geehan takes over terminal activities of Portland, Ore., in addition to his existing duties at the Seattle terminal. The newly appointed General Terminal Manager, Northwest, took his BS in Business Administration at the University of California. John and his wife, Greta (a hostess for Scandinavian Airlines) have three children. Although John is a native Northwesterner, he was born in Chicago. "I deny it," he contested hotly. "My father was just attending medical school back there. If we'd been in Detroit an hour earlier I would have been born there. It was just an accident."

John has been with Tigers five and a half years.

\* Jim Hearn has returned to the general office to accept a position on the Terminal staff. His new responsibilities will be announced later.



NEIL VINCENT

\* Neil Vincent, previously general terminal manager, Midwest, responsible for activities at CLE and DTW, will also assume terminal responsibilities in Chicago.

Neil graduated from Kent State University in 1952, where he majored in Air and General Transportation Management.

The new responsibilities augment Neil's always-busy calendar. He is active in various civic groups and an athletic booster of organizations for his alma mater.

Neil and his wife, Lillian, have two children.

## Binghamton

Robert Miller, Reporting

\* Death In The Family — All here were saddened to learn of the sudden death of one of our ramp servicemen, Cy McNerney, shortly before Christmas. Cy had been with us for only a short time but had gained the respect and high regard of all his Tiger associates.

\* The Morning After — Indicative of the good time had by all, aspirins, bromos and cold packs were in wide array December 22nd, the day after our annual Christmas party. The turnout was near 100 percent.

\* The Cedar Inn was the setting for the second consecutive year. Entertainment was plentiful both from the band and from two of our own: "Banjo" Joe Woytovich and John Sternik. Joe contributed to the festive mood with a medley of his favorite four-string tunes and Christmas carols in which all joined.

Along with Banjo's musical interlude was comedian Joe Sternik's inimitable version of the Cossack dance, performed in a sitting position. A minority objection was heard from the party sitting opposite him, who was getting his kicks second hand.

\* Welcome Aboard — Binghamton welcomes several new employees. M. Macumber, E. Bronson, J. Zurenda, R. McCormick, J. Pessarchick and S. Hoinsky,



AND IN LA it rained. "If it doesn't stop soon," one Tiger pilot cracked, "we'll have to put pontoons on the DC-8's."

## CHICAGO (continued)

\* "Edith Lake and I spent a great weekend in Miami, Florida. Edith is a Customer Service rep." (See Tigereview.)

"In Miami I had one of the biggest thrills of my life, that of bringing in a 300-pound blue marlin, which are rare and far apart.

"Lois Asmussen, switchboard operator, is offering a Hammond organ M3 for sale — a good buy for someone interested in taking up the keyboard."

We wonder if Lois got her wires crossed and plugged a customer into the piccolo vibrato?



Foreman Clark Doty, left, standing, of the Hydraulics and Gear Shop, paused to chat with Fred Gladney (left, seated) while Jack Delauch, mechanic, showed David Goss a damaged wheel bolt.



India-born Audrey Maynard, secretary to John McDonald, vice president Maintenance and Engineering



Don Ross, LAX inspector, in winter mufti.



Above: Bob Blanks secretary, Anne Reilley (Below, left) Duke Nalen at work (Below) Al Sharp, Inspection Department foreman



## TIGER FAIR

"Our people have always felt," a Tiger wrote from the East Coast, "that *Tigereview* was strictly for management and stockbrokers and not something of our own of which we could be proud."

In the good old days, when a handful of people were sweating out every piece of cargo that went through the hatch, patching together a company a week at a time, everybody knew everybody.

"It's not like that any more," one oldtimer lamented. "I walk into a terminal and sometimes I don't see a single face I know."

"They don't ask you what your name is, anymore. 'What's your employe number?' they say. I suppose that's progress. It means we're in the big leagues, now. But I kind of miss the old days when we were all part of a big family."

Well, this is the year of the employe, the guy on the flight line, the girls in accounting, the pilots chewing off those long, dark miles across the United States and the Pacific, the clerks and secretaries and mechanics and janitors and technicians and cargo handlers.

Because it's the people who make Tigers great. All the people.

The brass are people, too. They're the ones who coordinate and plan strategy and worry about the budget, who raise the funds to



*Six-foot eight Tom Nelson, Gear Shop, is so tall we had to take him in sections*



*"Say Cheese!" — Bruce Waterman, Inspection*



*Inspector B. Oerleman shows his "Ultra-brite" smile*

## FAMILY ALBUM

buy the planes to haul the cargo to make jobs for the rest of us.

We're all part of the same identity, each one doing the job for which he is best fitted.

A word about the publications: You've noticed that *Tigereview* and *Tiger Talk* are printed on two different colors of paper. *Tigereview* is the official voice of the company, speaking to more than 26,000 stock holders, customers, press and other readers. For business reasons, it must be more formal, more businesslike, and more informative than *Tiger Talk*.

Only employees receive *Tiger Talk*. It is prepared especially for you, with you and by you. Increasingly, in the months to come, the editor hopes to circulate throughout the system to gather pictures and notes, to get to know as many of you as possible.

Inevitably the emphasis still will continue to fall on LAX, because that's home base and the staff here is immediately available. But we hope you will send in as much information and as many pictures as possible in between our editorial visits, to correct that very imbalance.

So let's see what we can do with our own publication. If you want to know where it is, read it in the yellow pages!



*M. C. (Mark) Marquez, pipe and calipers*



*Clarence Brown, black and beautiful. Engine Shop*

*Tom Lee, who mans the coffee cart, is one of the most popular young employes at Tigers' office building. Here he is toasted in coke by a pretty secretary*





*Jack-of-all-trades Al Cormier*

## Clock Collector Cormier Keeps Plant Ticking

If you yell "Help!" into the P. A. system in Los Angeles, within minutes a long cigar with a man on the other end appears out of the air and growls, "What's the beef?"

Tough talking, butter-hearted Al Cormier is one of those essential people who help keep the home base running. Born in Connecticut, Al joined Tigers in April of 1951, serving in the sheet metal shop.

He had spent three and a half years in the Air Force during World War II in Japan and the Philippines.

When he isn't keeping things running like clockwork around the plant, he is keeping his collection of antique clocks running like the plant.

"My oldest timepiece is three hundred years old," Al said. "It came from Austria. It has an all-brass face with lions on it."

Another 65-year-old clock from Paris has a knight sitting on a lion he just has killed.

It is completely in character that Al should virtually single-handedly be responsible for chairing the Tiger's annual Christmas charity drive, a project which began originally under Union sponsorship in 1962. Collections of toys, clothing and food are shipped each year via the Flying Tiger Line to different charitable agencies.

"I want to thank the Line and all the employees and their friends for their generous donations that helped make the 1968 drive such a success," Al said.

The Pala Indian Mission Project of Pala, California, received 2,138 pounds of toys, clothing and food, while 3,236 pounds of Christmas gifts went off to the USO in Saigon for servicemen. Holt's Orphanage in Seoul, Korea, received 475 pounds of toys and clothing.

## LAX'S PARTY GIRL - Gracie Gardner



*Gracie Gardner added a note of color to Mardi Gras day in the LAX cafeteria.*



*Gracie modeled one of her fancy dress-up hats, in honor of the Credit Union's annual meeting.*

Gracie Gardner is one of the sweeter dishes in the Tiger cafeteria. Always cheerful, always ready to gag it up, Gracie comes to work early and leaves late.

Gracie has been with Tigers for three years. She and her husband, Bill, and their family came to Los Angeles from Kansas.

The Gardners have ten kids, seven girls and three boys, and 19 grandchildren.

We caught Gracie the night of the Credit Union get-together in the cafeteria. She had worked all day, but here, at six in the evening, she was still pouring coffee and looking after her Tiger family.

"You should go home and get some rest, Gracie," somebody said.

"Oh, not tonight," Gracie said cheerfully. "I've got to go take my history test."

"History test?"

"I'm working on my high school diploma. 30 years late," Gracie said. "I was going to graduate next June, but that's when our 17-year-old graduates, and it should be his day. So I've slowed it down a little bit."

That's one thing Gracie will never do — slow down. She's the life of our party.

The major share of this year's Tiger contributions went to the Mainland Orphanage of Taipei, Taiwan, which was established on Sept. 1, 1963 to help care for the influx of refugees fleeing Red China.

Our own Anna Chennault is president. She was appointed by President Kennedy in 1962.

Now that last year's Christmas rush is over, Al is busier than ever on Plant business. Recently he was given a new assignment. He's "Special Projects" foreman.

"That means Jack-of-all-trades," Al said.

As for the cigar, it's not true that Al smokes it in his sleep. He doesn't light it for at least three minutes after he gets up in the morning.

## Tigers Receive FAA Commendation

At approximately 15 month intervals, a team of experts from the Federal Aviation Administration examines every detail of the operation of all airlines.

The most recent SWAP audit (Systems Worthiness Analysis Program), of the Flying Tigers' operation, took place in two phases.

When the experts completed their analysis, they submitted a written report of their findings to the company. Phase Two of the SWAP Report contained the following statement:

"The Maintenance Training Department of the Flying Tiger operation in Los Angeles is a well organized and established department, which is discharging its duties and responsibilities, in most areas, in a satisfactory manner."

## LAX TIGERS LOSE GOOD FRIENDS



LEWIS H. JOHNSON



"KIRK" JORDAN



UTA JORDAN

Lewis H. Johnson had a talent for teasing. And for being teased. "We always had some kind of gag going," one of his friends recalled at the home base in Los Angeles where Johnson had worked for 10 years. "We're really going to miss him. I couldn't believe it when I heard he'd died."

"And I think he and his wife, Georgia, just had returned from a trip around the world," another co-worker put in.

Lewis was born in Georgia, August 20th, 1906. Illness had begun to plague him even before he and his wife realized their long-time dream to travel abroad late last year. But he never lost his gentle sense of humor. Cancer claimed his life in January.

"Did you ever see black sunshine?" one of his friends asked. "Well, that's what he was."

Over the years, after he and his wife left their birthplace, Germany, to live and work in the United States, Gerhard "Kirk" Jordan often flew home to visit his family who lived near Frankfurt.

Kirk, as he was known to his American friends, originally hired in with Tigers in Germany in 1955. He had worked all over the world in Operations.

The supervisor of Aircraft Planners was a great picture taker. "He was always snapping shots of everybody else," a close friend, Aldo Dipre, Material Control Planner explained. "That's why we can't find a single picture of Kirk. Early in January, returning from one of their frequent European visits, Kirk and Uta died in the crash of an SAS plane off the California coast.

"Just a few minutes from home," Dipre said. "They had missed their flight and had to take this later one."

Mrs. Jordan still is missing. Kirk's funeral was held in Frankfurt, Germany, January 24. He is survived by his mother, Mrs. Kathie Jordan, and a sister.

Kirk Jordan had flown home for the last time.

## Tiger Sweetheart Department

"Say Cheeessee . . . Cake!" — Several LAX Tigers were standing around an enlarged photo of a professional model sitting atop a Flying Tiger shipment.

"Heck," one of them said, "She's just pretty. They should see some of the sweethearts we have around HERE!"

*Carol Fulbright looked up from her desk, which she secretly is planning to move someplace else — just because it's there.*

We therefore offer some of our home products, Los Angeles variety. All other terminals are invited to submit their own candidates.

Since our cheesecake candidates were caught at work, unrehearsed and unrehearsed, we think they are genuine Tiger Sweethearts.



## SWEETHEARTS (continued)

Magdalene (Nina) Liu, secretary of Director of Contracts Robert F. Vickery, in addition to being a pretty young woman, has a wardrobe that drives her co-workers right up the wall.

"Clothes and stamps are my hobbies," Nina said. (We know which hobby the men would prefer to see her modeling).

Nina was born in Shanghai, as was her textile-engineer husband, Harry. The Lius have two children, a son, 10, and a daughter, seven.

"Harry came to the United States three and a half years before I was able to join him in December of 1967. He took a job as a textile engineer in Massachusetts.

"I worked for the Flying Tigers in Hong Kong for a year and a half before I came here. Before Tigers, I worked eight years for Pan American in Hong Kong. We were neighbors, right next door."

Both Nina's children and her husband love the United States. Harry has his permanent resident's papers.

"But I still have a little adjusting to do," Nina admitted. "It is very different here from the Orient."

There's one thing that's not different. Nina: everybody knows a pretty girl when he sees one, no matter what the language and customs may be.

Carol Fulbright, Public Relations secretary, joined Tigers in October of 1967, after spending time at Northrup.

Carol is a native Los Angelina, attended El Camino College, has a three-and-a-half year old son named Jeffrey and lives in Manhattan Beach.

Carol is a sun girl. She likes to lie on the beach, play volley ball and move furniture. (Move furniture?)

"I'm sort of an amateur interior decorator," Carol confessed. "I'm always looking for furniture bargains — which keeps me perpetually in debt. That's my other hobby: I love to spend money."

*Nina Liu in a typical office "pose"*



## WHAT IS HE DOING, USING LOADED BALLS?

### Jim Ruhs Wins Third Golf Victory

Tiger golf tournaments are getting to be an old story — that is, to the winner.

Jim Ruhs, the "Arnold Palmer" of the airline, racked up his third straight tournament victory at Rancho San Joaquin, Newport, Calif., on February 2, shooting a gross 71.

Jim, one of the Tigers' flight crew members, previously won at Torrey Pines, San Diego, the two-day fall tournament, with a 75-76-151, and a 76 at Brookside, Pasadena. Bob Vickery captured the second prize, low net, with a 96-31-65.

The winter tournament brought out 57 players, participating in three flights. Tom Grider and Al White, shooting 79-9-70 and 84-14-70, respectively, tied for first in the championship flight, followed by Hal Brouk, 79-8-71, and Cliff Lockerby, 86-15-71.

The first flight went to a guest, Bill Pettus, 86-17-69, followed by Dave Gallegos with 93-23-70. Al Penrose captured the second flight with 96-27-69. There was a traffic jam for second, five tying as follows:

Dick MacDonald, 100-26-74; Dick Reynolds, 101-27-74; Dan McCarthy, 101-27-74; Russ Emerson, 99-25-74, and Ernie Hickman, 107-33-74.

Jim O'Donnell, Jr., tournament chairman, announced that the spring event would be held at Vista Valencia, Valencia, Calif., on April 13, and the summer tournament at Ojai, Calif., on June 28. The 36-hole fall tournament in October will be announced later.

Tournaments are open to all employees and guests, usually on a first come, first served basis, until the player limit is reached.



PETER T. ALBERT

## Vice President Resigns

Peter T. Albert, senior vice-president of Marketing for the Flying Tiger Line, has resigned, effective March 1.

Albert joined the airline in New York in 1950 as a salesman. He was appointed vice-president in 1963.

He had served in all executive capacities in Flying Tigers' marketing department prior to his appointment as vice-president. In 1966, he was elected to the position of senior vice-president in charge of Marketing, Sales, Regulatory Affairs, Pricing and Advertising.

Until a new vice-president is appointed, Joseph Healy will assume the duties of that division.

## ANNA CHENNAULT Addresses Management Club

Anna Chennault, Flying Tiger's vice-president of International Affairs, drew an audience of nearly 100 FTL's Management Club members on a stormy January night to provide one of the outstanding meetings of the group at Los Angeles.

"I'm proud to be one of you," began the charming widow of Claire Lee Chennault, one of World War II's great military commanders and leader of the historic wartime Flying Tigers. "I'm proud of being a working vice-president. General Chennault was a man who attracted people to do things. That was his magic and that is one reason I am here. Bob Prescott does that, too."

Mrs. Chennault, one of the foremost women leaders in the recent Nixon Presidential campaign, lives in Washington where, besides her Tiger job, she heads up a number of charitable and business enterprises. She was introduced by Dick Reynolds, program chairman and FTL's Manager of Communications.

"This is a memorable moment for me," Reynolds remarked. "Twenty-four years ago, I was a kid here today I find myself working for the airline whose name he made famous and on the platform with the lady he married."

Mrs. Chennault, whose job for the airline is the handling of its Transpacific government and civic relationships, devoted her talk to an analysis of Pacific political problems.

Remarking that Asian experts were a "dime a dozen," she said it is time to learn about Asians and what they have done. "The story has not remained the same

as it was five, 10 or 20 years ago," she continued. "There is a new spirit, a new attitude, a new challenge. Exchange of information is most important and we must create a dialogue with the Asians. We must end the era of confrontation and enter the era of negotiation. But Americans must negotiate from a position of strength and understanding, not hesitation or confusion. We depend too much on academic analysis and not enough on practical knowledge. And we should never forget that we are in a worldwide struggle with Communist powers."

"We cannot please everyone because we will please no one," she declared. "We worry so much about our image we don't accomplish our goals."

All Asia, she said, is watching to see how we handle the peace talks now going on in Paris but she warned against a short-term conclusion, reminding that the Korean talks took two years. Laos, Cambodia, Thailand are all trouble spots if we don't conclude Vietnam successfully.

Keeping the balance of power and yet avoiding a major escalation of the war is our main goal. She said the war in Vietnam cannot be lost but it could be lost in Washington and sending the right message to the Communist is vital. They know how to deal with us, she said, but questioned if we know how to deal with them.

America, she said, cannot be the policeman and guardian all around the world. We must offer people a chance, must provide an off-set to the Communistic system. "We can give them the choice of freedom or slavery, the opportunity to build, to seek the truth — and they must choose."

## VACATION BOUND? Interline Employe Package

Two great winter package interline trips are available to Flying Tiger employees.

Frontier is offering a skiing-snowmobile vacation in Jackson Hole, Wyoming, and Purgatory (Purgatory?!) and Mt. Werner ski areas in Colorado. Daily Frontier flights to each of these fine Rocky Mountain ski resorts are timed to provide good connections at Denver, Salt Lake City and Billings, all of which are fun cities in their own right.

The Purgatory (you've got to be kidding) Durango, Colorado season runs from December through the middle of April. Two nights lodging and two days lift tickets cost \$23.48 double, \$27.84 single.

Jackson Hole, Wyoming offers the two nights in Jackson or Teton Village with lift tickets and round trips between Jackson and Teton Village for \$26.75 Double on the standard plan, or \$35.75 deluxe. If you want to get up a trio, triple occupancy runs only \$25.00 a person standard, \$29.60 deluxe.

Mt. Werner, Steamboat Springs Colo. is just 39 minutes away from Denver on Frontier's Convair 580. A package tour of

two nights lodging and two days' lift tickets, with complimentary transfers between airport and motel comes to only \$20.50 double occupancy.

The Frontier brochure is available from the Interline Department, 5900 East 39th Avenue, Denver, 8027.

You Think You've Got Winter? — Try Alaska Airlines special 2-day Arctic adventure for \$17.50 ground arrangements. You'll cross the Arctic Circle en route to Kotzebue, meet Eskimos, watch them hunt walrus, seal and polar bear and see them perform their ancient dances.

Information on these and other winter tours appears in a brochure available from Alaska Interline Tours, Alaska Airlines, Seattle-Tacoma International Airport, Seattle, Washington 98158.



Alyeska Nugget Inn