

Tigereview



7401 World Way West

Our Cover

The Flying Tiger Line's recently completed 10-story Headquarters building is the second tallest airline structure at Los Angeles International Airport.

This Edition

Tigereview is 28 years old — just one year younger than the airline it serves. In some of those years it was nothing more than a few stapled mimeograph sheets. As the airline grew, so did the publication.

This issue of *Tigereview* is a milestone in its history. It's the first time the magazine has appeared in wall-to-wall color. The edition has a special purpose: to introduce Tigers and their friends to the new addition to airline's World Headquarters at 7401 World Way West in Los Angeles.

Tigereview asked Founding Father Bob Prescott, who started the airline 29 years ago, Board Chairman Wayne Hoffman, a more recent addition, and Joe Healy, the boy from Teterboro, who wanted only to be the best station manager in the system and ended up as Executive Vice President and Chief Operating Officer, to take you on a guided tour of Tigers' new home.

The three officers are duly proud of the airline's performance, but if you take any one of them aside and ask, "What made this airline great?" each will say without hesitation, "Its people."

Although this *Tigereview* is a showpiece for the airline's newest building, it is, in fact, dedicated to the men and women who brought the Flying Tiger Line across 29 years to success. And to the future.



Tigers began with a fleet of Budd Conestogas from a two-car garage at Long Beach.

Today the Tiger "T" is known all over the world.

Lo Tiger with its new big brother.



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Joe Healy, Wayne Hoffman and Bob Prescott in Prescott's tenth floor office in the new Hi Tiger headquarters.



Onward is upward at Flying Tigers

Welcome to 7401 World Way West at the west end of the Los Angeles International Airport in California, U.S.A., Planet Earth, as the kids say.

We Tigers have been looking forward to introducing you to our new headquarters, known in the family as "Hi Tiger," the new 10-story addition to the growing Flying Tiger Airline facility here in Los Angeles.

The three of us, Bob Prescott, Joe Healy and I (I'm Wayne Hoffman) were admiring the spectacular view from the 10th floor when Bob and Joe, the two really oldtimers with 55 years service between them, began reminiscing about the Good Old Days.

In the beginning

Even old-time Tigers sometimes forget that the very first roof over their heads was not the little one-room office at the Long Beach Airport — that came a short time later — but a suite at the Los Angeles Biltmore Hotel. The hotel's management got nervous about the lines of prospective employees crowding the hallways and we moved to Long Beach.

That two-car garage at Long Beach Airport contained a couple of desks, three chairs, a ratty divan, a war surplus filing cabinet and a bunch of phones that even in those days never stopped.

It was from Long Beach that the Budd Conestogas were launched with three cargo shipments — 30,000 unbelievable pounds, the first commercial freight to move by an all-cargo airline.

However, this particular history isn't about the airline's aircraft during the growing years, but about the homes the Tiger family lived in.

Remember — for a brief period, beginning in the spring of 1946, Tigers moved to Mines Field, where the luxurious space of three large



classrooms formerly used by North American Aviation Company was further augmented by a hangar — but one with no hard surfaces. Since Tigers didn't have a tow-motor to its name in those days, in rainy weather long-suffering maintenance personnel had to lay planks and pull a plane by hand inside the hangar, a foot at a time.

It was after the company won the Air Transport Command's transPacific contract that the cliff-hanging little airline began a desperate search for quarters to house 42 C-54's furnished by the ATC for the missions.

The contract called for 28 weekly flights supporting U.S. military occupation forces in the Pacific.

At that time there were about 300 Tigers.

Just before the new year of 1947 Bob found a home for the airline at the Lockheed Air Terminal in Burbank, California. It had a big empty hangar and office space.

That January 28, Tigers came back to work after the holiday to find a sign posted that read, "**Your company has moved to Lockheed Air Terminal, Burbank. Park your cars and board the C-54.**"

In the spring of 1951 the company moved to its own two-story office building a couple of blocks away, but as fast as we were growing, even that space soon became inadequate, and in 1965 Tigers undertook a really ambitious project, a new headquarters at the Los Angeles International Airport.



Recently named Executive Vice President and Chief Operating Officer of the airline, Joe Healy enjoys an informal, colorful office in Hi Tiger.



The computerized Operations Control Center.

A 25-foot table of imported woods stars in the Board Room.





The luxurious tent.

In 1966 our now very large family moved into the new building, more lately called Lo Tiger, at 7401 World Way West within sight of the Pacific, with its back to the North Runway.

In addition to the fine new building, complete with its own lunchroom and what seemed an inexhaustible amount of space, we also built our hangar, one of the largest cantilevered structures of its kind west of the Mississippi, capable of accommodating three of big Tiger Stretch Eights wing tip to wing tip.

(Just the other day we ran over to the neighbors — TWA — and borrowed one of their 747's to try on for size in the hangar. It was an exciting moment; our own 747 Freight Masters will be coming into service in September, 1974, a few months from this writing. A picture of the new baby appears on the back cover.)

But Lo Tiger, as luxurious and spacious as it seemed when we first moved in, soon was bulging at the seams.

In the spring of 1972 the Board approved a proposal for the building of a 10-story companion building to the existing two-story structure.

The three million dollar decision to build on the airport was carefully weighed and considered. Tigers are a closeknit family; they need the constant give and take, the immediate response made possible by a quick walk across the parking lot from hangar to office, the eye to eye contact, to solve problems and explore new possibilities. They thrive on the pride that comes from watching the sophisticated computer center in its mysterious workings just off the main lobby. They like to take visitors "out back" to show them the fascinating new Vital II visual training system in the complex Flight Training Center.

In addition, the projected new building would be only a short distance from our large Los Angeles terminal operation at the east end of the airport.

And that brings us up to now, another Now in this ongoing Tiger history, the construction of our new World headquarters.

You've come a long way, baby

For an outfit that started out in half of a two-car garage Tigers can't help being proud of our new 10-story office building, which (except for the Control Tower) is the tallest airline structure on the airport.

Tigers promptly named the new

addition "Hi Tiger." It's the nerve center of the airline's international system spanning 17,500 miles of the globe from Boston to Bangkok. Situated on a 31.5 acre site, with its 104,040 square feet of floor space, Hi Tiger provides room for the Operations, Sales, Service Planning, Marketing, Terminals, Legal, Finance, Treasury, Internal Audit, Banking Insurance, Computer, Contracts and Public Relations departments.

It's linked directly to Lo Tiger, the original two-story office building. Together with the hangar and Flight Training Center our Headquarters now provides 350,762 square feet of working space for Los Angeles employees.

Harmony in design

Sheldon Appel, the architects, designed the building to complement and continue the basic design of Lo Tiger, repeating the clean off-white exterior with charcoal window trim.

A glass-walled walkway connecting the two buildings directs visitors to Lo Tiger and those departments which attract visitor traffic — Personnel, Industrial Relations, Employee Benefits, Employment, the Controller's office, General Cost Accounting and the new Credit Union offices.

A spacious cafeteria with a pleasant patio for additional outside dining serves almost 300 at one sitting.

And with a further mind to employee needs, parking lots surrounding the two buildings accommodate 963 cars.

Just as Tigers always have insisted on outstanding maintenance and quality control for our aircraft, so top consideration was given to safety features of the new headquarters.

The 10-story structure was poured in two-story high concrete panel units at the site. They were lifted by 100-ton cranes and affixed to the precision bolted and welded steel framework built to withstand earthquakes. Accelerographs are one of the safety features, installed to measure earth disturbances.

The all-concrete exterior provides maximum security against fire, and gives optimum protection against theft.

Vigorous though they are, few Tigers take to the stairways to reach their floors. Three off-central elevators shafts, located in the front corner portion of the building, leave floor space entirely unobstructed. Interference of hallways and corridors also was reduced to a minimum.



David Barish, V.P.-Finance, enjoys antiques.

The decorators made use of carpeting throughout the building to reduce noise levels. Indirect recessed lighting matches outdoor daylight and louvered shades control daylight from windows.

Cheerful tile elevator lobbies introduce each of the office areas decorated in warm tones ranging from brown, orange, and gold through red and cream, offset by charcoal doors and office furniture in blending colors. And mindful of the needs of continued growth, we have a 10-year expansion potential.

One of the stars of the new building is the Computer Center on the first floor, in a charcoal and red bay off the entry.

The Center is Tigers' brain and nervous system, connecting the airline's terminals, stations and off-line offices throughout the world in seconds, 24 hours a day.

The Center is backed up with a resource of total energy generation to meet any power emergency.

Room at the Top

And then we have the 10th floor. Tigers have taken to calling it the Night Club because of its elegance. We feel it does credit to an airline whose visitors come from all over the world.

Two of our vice presidential offices appear on these pages. Each of our officers has introduced his own tastes into these rooms in which they spend much of their working days.

That's it. We're all very proud of our most recent addition. In its own way, it's a monument to the unfaltering hard work and dedication of hundreds of men and women throughout Tigers' world. Come and see us when you have time.

Hi Tiger work areas are spacious, colorful and well-lighted.

The Operations Group reception area features custom wall covering and a parquet floor entry.





*The computer room links
Tigers world.*

*Cheerful orange chairs invite
guests to a seventh floor office.*



*Flying Tiger Line's world
headquarters occupies 31.5
acres at the Los Angeles
airport.*



The Flying Tiger Line's most recent aircraft, two specially modified 747's, will take to Tiger skies early in September.