

# TIGERVIEW

Vol. 33, No. 3, March, 1979

## Remembering Bob.

Robert W. Prescott: May, 1913-March, 1978.

Memorial on Pages 8-9.

Message from the President

# Fuel and our Future

*For the second time in five years, Flying Tiger Line has been severely impacted by fuel supply problems. Like the 1973/74 crisis, this one arrived suddenly and without advance warning.*

*The allocation of supply by the oil companies was not across the board, but varied from one location to another. In Detroit, for example, we were told we could expect only about a quarter of our anticipated needs for the month of March.*

*As a result, we were compelled to take a number of steps to insure continuity of as much service as possible.*

*We reassigned the domestic 747, which primarily served the Detroit auto industry, to the Pacific. We reduced four of our 13 daily transcontinental flights. In addition, our daylight service to the South has been cancelled. This reduction in operations has reduced our work force commensurately.*

*At the same time we began seeking alternative revenue opportunities for the aircraft. While there are fuel problems in some parts of the world, we were able to find some employment for these assets and their crews in other countries.*

*As I write this (on March 22), we are securing added allocations of domestic fuel for April. This will enable us to restore some of the service suspended in March.*

*However, we still have no assurance from our fuel suppliers that things will change significantly in the future.*

*This means that we must continue to operate our company with great prudence, and tailor our future expectations to the realities of a world which can suddenly and brutally cut us off from the fuel we must have to operate our aircraft.*

*I believe we can manage our way through this present difficulty. It will take the combined efforts of all Flying Tigers. It will require more careful use of our resources, better management of our time, improved utilization of our equipment, and, most of all, a dedication to the slogan, "Tigers Do It Better."*

*Joseph J. Healy*

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## OUR COVERS

**Front: Remembering Bob** — Flying Tigers' founder and president of 33 years Robert W. Prescott passed away from cancer in March last year. One year later, *Tigereview* pays tribute to the man and the dream he built into an airline. Memorial is on pages 8 & 9.

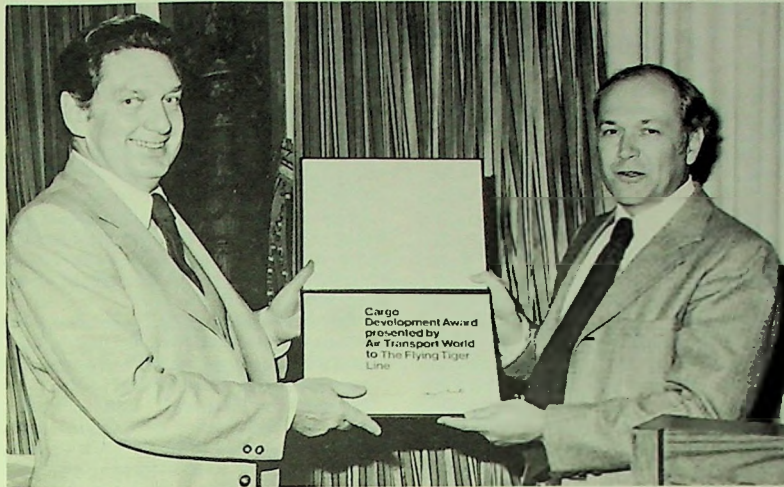
**Back: Looking Back: First Terminal in Long Beach** — Flying Tigers started out in a "two-car garage" in Long Beach, California in 1945. From that humble beginning grew the world's leading airfreight airline, operating giant jetfreighters from new and modern terminal facilities. Our memory photo of the Long Beach terminal with the airline's first aircraft — the stainless steel Budd Conestoga — underscores our progress in nearly 34 years. Some new terminal facilities developing around the system are featured on page 10.

*Tigereview* is published monthly by the Public Relations Department, Flying Tiger Line, 7401 World Way West, Los Angeles International Airport, P.O. Box 92935, Los Angeles, CA 90009.

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*Flying Tiger Line is a Tiger International Company.*



**AIRFREIGHT ACCOLADE** — Flying Tigers President Joe Healy, left, accepts the 1978 Cargo Development Award from James Woolsey, editor of Air Transport World magazine, at the publication's annual awards luncheon in New York City recently. The airline was cited for its "carefully developed program of expansion in domestic U.S. markets following deregulation of the air cargo industry." Flying Tigers is the first carrier to receive two Cargo Development Awards from ATW. The airline was honored in 1976 for its development of transpacific air cargo services.

## Jordan New VP-M&E; McDonald to TigerAir

Lewis H. Jordan III has been named vice president-maintenance and engineering, effective April 1. Jordan replaces John F. McDonald, who is joining one of the airline's sister companies, TigerAir, as vice president-sales engineering.

Jordan, 34, comes to Flying Tigers

from Southern Airways in Atlanta, Georgia, where he was assistant vice president-technical operations.

"Jordan's breadth of experience, spanning 17 years, will serve as a solid foundation to guide Flying Tigers' maintenance and engineering department as the airline continues to expand," said President Joe Healy. "He will be directly responsible for several new programs which include the re-engineering of our stretched DC-8 jetfreighters and the introduction of two new 747-200 aircraft into scheduled service this fall."

A long-time resident of the Atlanta area, Jordan has spent his entire working career at Southern Airways, starting out as a co-op engineering student in 1962. After supervising various engineering departments, he was named manager of product support engineering in 1971 and manager of maintenance in 1972. He was promoted to director of production control in 1974 and of engineering and production control in 1975.

He became director of technical operations in 1976 and assistant vice presi-

(Continued on Page 2)

## PUD, New AE for Western Pennsylvania

To help meet the transportation needs of western Pennsylvania shippers, Flying Tigers has appointed an account executive for the region and introduced scheduled pickup and delivery trucks to link the area with the airline's regularly scheduled domestic and international all-cargo flights.

Frank Landino, a Flying Tigers sales representative in Cleveland since 1977, will reside in Pittsburgh as the new account executive, implementing all aspects of the door-to-door service that local companies require. A native of Cleveland, Landino graduated from

(Continued on Page 2)

## We're #1 ... By Far!

Flying Tigers has widened its leadership as the number one airfreight airline in the free world, according to a study by *Airline Executive Magazine*.

In its April 1979 Yearbook edition, *Airline Executive* reports that in 1978, Flying Tigers operated 1.29 billion freight ton miles, a full 23 percent more than second-place Pan American World Airways. (A freight ton mile is one ton of freight carried one mile.)

Flying Tigers overtook Pan American to become number one in 1977, when it operated 991 million freight ton miles versus 987 million for Pan Am. In 1978, Flying Tigers freight traffic was up 30.5 percent, whereas Pan Am's rose only 6.8 percent.

The publication also rates Flying Tigers in a strong position vis-a-vis Russia's Aeroflot, the giant single airline of the Soviet Union. In 1978, says *Airline Executive*, Aeroflot operated 1.64 billion freight ton miles. Flying Tigers results in 1978 represented 78.6 percent of Aeroflot's total. Aeroflot's freight ton miles rose only five percent in 1978.

## Airline Leases DC-8

Flying Tigers has leased a stretched DC-8 jetfreighter from Cargolux, a European charter carrier, according to Senior Vice President William Gelfand.

The two-month lease will enable the airline to maintain its scheduled and charter services in the wake of the mishap at Chicago which has temporarily sidelined one of its 747 freighters.

The 747 aircraft was damaged when it was forced to swerve off the runway at O'Hare International Airport to avoid a passenger aircraft that had been directed to taxi across its path. (See story in this issue of *Tigereview*.)

## Fuel Forces Cutbacks

Drastic cutbacks by fuel suppliers at many U.S. airfields forced Flying Tigers to curtail certain domestic services in March.

Transcontinental flights were reduced from 13 to nine, initially, but have been reinstated for the time being after additional allocations of fuel were secured for April.

"It is an unfortunate situation," said President Joe Healy, "especially as it has occurred during our long-awaited domestic expansion program."

Healy said the airline would maintain as much service as possible under the circumstances, and called on employees to do all they could to get the

(Continued on Page 2)

## New V.P.

(Continued from Page 1)

dent of technical operations in April, 1978.

Jordan graduated in 1967 from Georgia Institute of Technology with a Bachelor of Aerospace Engineering degree.

McDonald, who joined Flying Tigers in 1967, has divided his 45-year aviation career almost equally between aircraft design-manufacturing and airline engineering-maintenance pur-



Jordan



McDonald

## PUD, New AE

(Continued from Page 1)

Penn State University with a bachelor of science degree in transportation management. Prior to joining the airline full-time, he worked as a part-time ramp serviceman and traffic agent for Flying Tigers in Cleveland.



Landino



Franzetta

"Our new door-to-door service, which serves all of western Pennsylvania, will expand our control of our customers' traffic," said Chuck Franzetta, the airline's general manager-Ohio Valley. "Needless paperwork will be eliminated because the shipper will receive a single invoice for combined surface and air transportation at a lower cost than previously listed."

Landino indicated that shipments picked up in the region will be consolidated at Greater Pittsburgh Air Cargo, Cargo Building 2 at the Greater Pittsburgh Airport. A 45-foot truck will leave Pittsburgh Monday through Friday, at 10:00 p.m. and reach Cleveland at 12:30 a.m. in time to connect with Flying Tigers' prime-time schedule.

A truck will leave the Cleveland Hopkins Airport each morning at 3:00 a.m. and arrive in Pittsburgh at 7:00 a.m. to ensure deliveries by noon.

Franzetta said that the trucking service directly connects with the carrier's Tuesday through Saturday, 2:00 a.m. service from Cleveland to Chicago to provide access to Flying Tigers' domestic hub. •

suits. He joined BOAC as a designer in England in 1940, and held various positions with the company in Montreal, Canada and again in England before crossing the Atlantic once more in 1952 to join Lockheed Aircraft Corporation in California.

McDonald was responsible for a number of projects involving engineering and design during 15 years there, and other areas before joining Flying Tigers as VP-M&E in 1967. He was named to the airline's Board of Directors in 1975.

McDonald is a Chartered Engineer on the U.K. Register and a Fellow of both the Royal Aeronautical Society and the Society of Licensed Aircraft Engineers and Technologists. He is also an Associate Fellow of AIAA, a member of the Institution of Mechanical Engineers, and a member of SAE as well as several other professional societies and groups. He has published a number of technical papers, mostly on design and maintenance, reliability and logistics, and maintains active participation in professional forums and events. •

## Fuel Cutbacks

(Continued from Page 1)

most out of every gallon of fuel.

"We want to see every flight take off with as much freight on board as possible, every pallet as heavy as we can make it, and every belly filled with bulk cargo," he stated.

Healy said international services should not be impacted by the fuel cutback.

"The oil companies gave us little notice. We had to act immediately to trim our schedules so that the amount they allocated for March would stretch as far as possible.

"Further economies may be necessary in order to live with the reality of the fuel shortage, which we can only hope will be of limited duration.

"I call on all employees to pull together in this time of crisis, and to understand that the airline's management is doing everything possible to minimize the effects of the cutbacks on our employees and our customers," Healy said. •



## Sales Training for Vice Presidents

Flying Tigers launched an exciting, sophisticated new sales training program earlier this year (Tigereview, January, 1979) designed to help field sales people acquire the skills of perception and communications needed to control sales interviews and ultimately enjoy greater success in their sales efforts for the airline. Underscoring the importance of the program, a number of the airline's vice presidents took time to observe and experience the training sessions first hand at the Xerox Learning Systems facilities in Marina del Rey, California near headquarters. Maureen Aria, new manager-customer relations, was also a participant. Pictured above during one of the sessions are, standing l-r: VPs Mike Gurley, Western Region; Pete Hubbard, Midwest; and George Zettler, Sales. Seated, l-r: Dick Haberly, VP-Eastern region; Larry Sleep, Xerox Learning Systems; Maureen Aria; and Nissen Davis, VP-public relations.

## Bridging a Gap

# For Computer-Age Products, Airfreight's Ideal

Paralleling the bridge which computers span between modern business and growing dependence on accelerated information is another bridge which narrows the time gap between computer manufacturers and the immediate needs of their customers.

This link is airfreight service — a delivery mode which the data processing industry chooses frequently for computer-age shipping.

"A key factor in meeting our competition is availability of product. When a customer needs a machine, he generally needs it now," observes Milton E. Cooper, vice president of marketing for Telex Computer Products, Inc., a wholly-owned subsidiary of The Telex Corporation of Tulsa, Oklahoma.

"Our traffic manager is constantly charged with responsibility to expedite critical deliveries and airfreight has become a tool he uses frequently to help market our products," the executive said. Telex manufactures, markets and services a broad spectrum of computer peripheral equipment.

Omar J. Ritchie, the traffic manager

to whom Cooper refers, now has more airfreight flexibility because Flying Tigers has initiated nightly trucking service from Tulsa to Dallas-Fort Worth Airport to coincide with the airline's scheduled jettfreighter flights to major cities in the United States and Asia.

"Computers meet the most prevalent qualities which air shipments usually possess — high volume and time orientation," said Jay Tufts, Southern regional vice president for Flying Tigers. "Manufacturers with these two considerations give mode of delivery a major role in their marketing strategy and our job is to be there to fulfill the service needs."

Typically in critical situations, Ritchie calls in J.N. (Tony) Bennett, a marketing agent for Fritz Companies, Inc., which serves as a forwarded or shipping consultant. Bennett often selects Flying Tigers as a carrier. Ritchie and Bennett, along with the airline representative, work out traffic schedules to match the Tulsa plant's production line.

"Each system's destination is fed into our routing system to assure Telex of the most efficient route, whether the cargo is going 400 or 4,000 miles — domestic or international," said Jim Morrisroe of the Flying Tigers sales staff.

Manufacturers of data processing equipment require jettfreighters for many of their outbound shipments, as opposed to using passenger aircraft which have limited belly capacity and access. But large computer units can be accommodated with ease in the stretched DC-8 and 747 jettfreighters operated by Flying Tigers.

Morrisroe said that aside from capacity considerations, an airfreight airline has many more flights scheduled during night hours, considered prime-time by manufacturers needing orders shipped after the end of a production day.

"This makes it possible to complete manufacture of a product one day, fly it while the customer is sleeping, and have it arrive in time for the next day's business operation," he added.

Gaining access to Dallas-Fort Worth Airport jettfreighter service via the door-to-door program by Flying Tigers — a direct result of Congressional deregulation of the domestic air cargo industry in November, 1977 — marked a major breakthrough for Telex and other Tulsa shippers.

Telex Computer Products accounted for almost 70 percent of the parent corporation revenues in fiscal 1978 with \$95 million in sales. Although last fiscal year revenues included a European operation which has since been sold to Memorex Corporation, Cooper said current year revenues are nonetheless comparable with last year.

TCP began as Midwestern Instruments Corporation founded in Tulsa and has chosen to maintain its headquarters there.

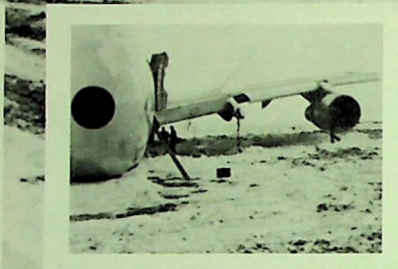
TCP last May acquired the business of General Computer Systems located in Addison, Tex., adding data entry terminals and word processing equipment to the lines offered by TCP. Another major plant is located in Raleigh, N.D. In addition, TCP has service and sales operations in virtually all of the continental states.

Among its products is a new removable head disk subsystem which Telex began marketing and servicing last year. With this addition, TCP now offers a full line of IBM-compatible disk peripheral products.

"Telex has been a forerunner in pushing the plug-compatible industry and therefore making data processing attractive to more and more businesses of all sizes," Cooper said. •



**Computers aloft** — Omar J. Ritchie (left) traffic manager of Telex Computer Products, Inc., discusses shipment of a Telex 7211 Printer with J.N. Bennett (center), area marketing agent of Fritz Companies, Inc., and Jim Morrisroe, Flying Tigers account executive. Telex has increased its use of airfreight service to answer customer demands for expedited delivery of computer units.



**Photos above:** Flying Tigers' B-747 jettfreighter veered off the runway and crashed through a snow bank as Captain Dick Petrick reacted to avoid collision with the taxiing Delta 727. The nose gear and one engine were torn off as the aircraft slid to a halt. The crew and three deadheading employees evacuated the aircraft's cockpit area by way of an emergency exit equipped with a chute.

**At right:** Giant cranes were used to move the damaged aircraft from its resting place. A road had to be built to the spot before the plane could be hauled to nearby hangar facilities.



## Near Miss in Chicago:

# 747 Damaged, but Flying Tigers "Do It Better" to Avert Disaster

Visibility was limited when veteran Flying Tigers Captain Richard Petrick, cleared to land on runway 9R, set the big 747 jetfreighter down at Chicago's O'Hare International Airport on February 15.

As the plane rolled along the runway at approximately 115 miles per hour, a Delta Air Lines 727 appeared, crossing the 747's path dead ahead.

With instinctive skill, Captain Petrick swerved his plane to the right, barely missing the Delta plane as he veered off the runway and crashed into a snow bank. The landing gear and one of the huge engines were strewn haphazardly in the snow, yards behind where the big jet came to rest.

Captain Petrick, his crew, including First Officer Dave Hooker and Second Officer Don Singer, and three dead-heading passengers, evacuated the aircraft, uninjured. Also uninjured, out on runway 9R, were 115 people whose lives had been saved by the fast reaction of the Flying Tigers pilot. The Delta plane took off on schedule, bound for Orlando, Florida.

Preliminary investigation revealed that both planes had been cleared onto the same runway, according to officials of the National Safety Transportation Board. The 727 was crossing the landing strip on its way to another runway as the freighter touched down. Further investigation of the accident is still in progress, but there is no doubt that Captain Petrick is to be credited with saving scores of lives.

Early estimates of damage to the Flying Tigers plane — ironically a former Delta Air Lines passenger plane — were set at \$20 million or more with a repair schedule spanning six to nine months. It is now expected that the aircraft will be ready to return to service by mid-May.

The accident had occurred on a Thursday morning at about 9 a.m. By the next evening, a team of 747 aircraft specialists from Boeing and Flying Tigers engineering and maintenance staff had arrived at O'Hare to supervise efforts to pull the crippled aircraft from where it had come to rest, mired in several feet of mud and slush.

A gravel road had to be built between the plane and the runway to permit off-loading of the some 117,000 pounds of freight on board and then to allow the damaged plane to be moved to repair facilities somewhere on the airport.

Huge cranes were used to lift the massive fuselage from the mud as the Boeing and Flying Tigers technicians labored to ready the aircraft for repair.

As the plane undergoes careful atten-

tion, officials are reviewing the accident, and those involved undoubtedly thinking back over the split-second events. Witnesses said it was miraculous that a disaster did not occur, because the wingtip of the 747 passed within a few feet of the Delta plane.

Questioned by news media following the accident, Captain Petrick estimated his reaction time at three to four seconds before he veered off the runway.

"At first, you can't believe it's happening," he said of the event. "Then, you just hope the airplane doesn't collapse. I'm relieved that no one was hurt."

Petrick, who lives in San Francisco, California, holds number 47 on the airline's pilot seniority list, and has been flying for the airline more than 25 years.

A message from Flying Tigers Chairman Wayne Hoffman, wired to the veteran captain shortly after the accident, echoed the sentiments of all Flying Tig-



Captain Petrick

ers and certainly the passengers whose lives were saved:

"From everything we have learned, you and your crew did a magnificent job at ORD today. We are grateful that all involved are safe."

Captain Richard Petrick and his crew will be interviewed for an upcoming issue of *Tigereview*.



## On Its Nose in Anchorage

A few days before the Chicago accident, another Flying Tigers B-747 wound up down on its nose — this time in Anchorage. A mechanic was investigating a problem with the hydraulics in the nose gear when the pin that holds the gear in place came loose, and the B-747 — with a full load of cattle on board bound for Asia — settled down onto its forward belly. No one was injured in the accident, but the aircraft was out of service for a number of days. A Boeing team repaired the aircraft in Anchorage.

— Anchorage Daily News photo by Rob Stapleton

# Keeping 'Em Flying with Flight Ops. Publications

by John Mitchell  
Technical Writer-Flight Operations Publications

Penang, Singapore, Shannon; New York, Tehran, Frankfurt; Pusan, Brussels, Hong Kong and Houston: Names of places that crop up all the time in this business, to the point that they often lose their exotic auras for airline employees and, in particular, for the pilots who fly to them regularly.

In any case, though, no matter how routine a trip might be for a veteran Flying Tigers flight crew, and no matter whether the destination is an hour's trip or fourteen, the approach, and then the landing, is a precision exercise. The parameters are always narrow.

In a world filled with countless origins and destinations (and countless accompanying rules and systems to go with them), even the most experienced flier needs "road maps" and fact sheets. Before takeoff, Flying Tigers crew members consult the Airport Performance Manual, a document that matches up the particular aircraft they're flying with the appropriate airport's characteristics. Before moving the aircraft out onto the taxiway, the Captain consults his Jeppesen Flight Manual, open to the origin airport, checking runway directions and other specifics. And later, as they near their destina-

tion, crew members again check the Jeppesen, briefing themselves on approach patterns and procedures unique to that airport.

The five-volume set of the vital Jeppesen Manual that accompanies each Flying Tigers aircraft is maintained systemwide by the office of flight operations publications, located in the Samuel B. Mosher Flight Training Center at headquarters in Los Angeles. In fact, the office of flight operations publications is responsible for providing and maintaining all manuals necessary for the flight operation of Flying Tigers aircraft, covering such essential material as training, performance engineering procedures and parameters (including weight and balance); operating procedures and policies; and worldwide navigation, all in keeping with domestic and international aviation regulations.

The office also generates the Terminals Operating Manual outlining all operating procedures for Flying Tigers terminals; and all "in-house" aircraft loading and unloading paperwork, such as aircraft on-load and off-load control sheets; closeout cards used for controlling Unit Load Devices; and bulk freight control slips. This phase of the office's responsibilities require close coordination with Senior Director Art Ives' ground operations department.

The flight publications office is part of the flight operations department, and is the responsibility of Director-Flight Operations Services Ernie Hickman. Don Ashbrook is manager-flight operations services coordinating the office's efforts, and supervisor is Ken Scully, former operations supervisor at the airline's John F. Kennedy terminal.

Another member of the team whose name is virtually synonymous with flight operations publications is 18-year Flying Tiger Ruth Haupt, flight publications coordinator. In an office surrounded by seven-foot high shelves of pages and publications — airmen's bibles — Ruth and her assistants Sheree Weber, Cathy Mandaville and Lynn Hirayama keep all the manuals and materials assembled and up-to-date.

In her position, Ruth is known to most Flying Tigers pilots, many from their first



**Above, l-r:** Director-Flight Operations Services Ernie Hickman; Detail of the Samuel B. Mosher Flight Training Center, where the office of flight operations publications is located. **At right, l-r:** Ken Scully; Don Ashbrook.





**Top Row, l-r:** Lynn Hirayama; Cathy Mandaville; Ruth Haupt. **Center Row, l-r:** Sheree Weber; Ron Nelson; Chi-Lan Tran. **Bottom:** John Mitchell.

day on the job. But more than that, Ruth Haupt's name just might be one of the most widely traveled in aviation history. Among her responsibilities, Ruth oversees assembly of the essential Navigation Kits that go out on all of Flying Tigers charter flights to locations around the world. For every Navigation Kit prepared, a sticker is affixed, to see that it will ultimately make its way back to Los Angeles from wherever in the world it's been. It reads, with what amounts to a characteristic and conscientious admonition, "Return to: Ruth Haupt, Flt. Opns. Pubs., LAX."

Since Flying Tigers is constantly enlarging and perfecting its worldwide operation, forms and manuals undergo constant change. Working under Ken Scully are two technical writers who recently joined the office to handle most of this work. Ron Nelson, a former Air Force pilot, specializes in aircraft-related material, while John Mitchell, a former operations supervisor for Flying Tigers in San Francisco, handles the terminals-related writing.

Most all the writing completed within the office is ultimately handled by the sophisticated "Vydec" system, operated by Chi-Lan Tran. Employing a typewriter-like keyboard and a visual display of the material typed, the Vydec allows the shaping of text to any desired format. It comprises the memory of the department and on cue will automatically produce typed master pages from its disc storage.

Many people undoubtedly recall with nostalgia the days when aviation was characterized by a pilot bracing into the wind to steer himself down onto some modest airstrip. Not so long ago. Of course, flying is still flying; the spirit's still there. But in Flying Tigers' stretched DC-8 and B-747 jetfreighters, heading in and out of airports around the world, even the veteran "seat-of-the-pants" flier wants those books close by. And they'll be up-to-date. Count on the people in flight publications.



## About the Author

*John Mitchell, a technical writer in the flight operations publications office since last October, joined Flying Tigers early in 1978 as an operations supervisor in San Francisco.*

*Mitchell's professional interests center around writing. Away from work, he continues to write regularly, concentrating on creative efforts. He has written articles, screenplays and is currently working on his third novel.*

*Mitchell has worked as a newspaper reporter in his home town of New Haven, Connecticut, and was a public information officer in the U.S. Navy. He holds a master's degree in creative writing from Ohio University.*

# Remembering Bob

March 3, 1979 was the first anniversary of the passing of Flying Tigers' founder and president of 33 years, Robert W. Prescott. Flags at the airline's world headquarters were flown at half staff in memory of Bob and the vision and enterprise of this extraordinary man who, in his own words, said shortly before he died: "It is difficult for me to express the pride I feel at what has happened to a struggling idea I had so many years ago." These pages, with some memory photos of from Bob's life and his passion that was the Flying Tiger Line, should serve to remind us not only of Bob, but of the dream he had and our determination to keep making that dream come true.



**Above left:** Accepting the airline's first B-747 jetfreighter, with Chairman Wayne Hoffman and engineering personnel in Wichita, Kansas . . . 1974. **Center:** Bob's coat-of-arms: "Make me a proposition". **Right:** Bob, freight and a C-54 . . . 1951.



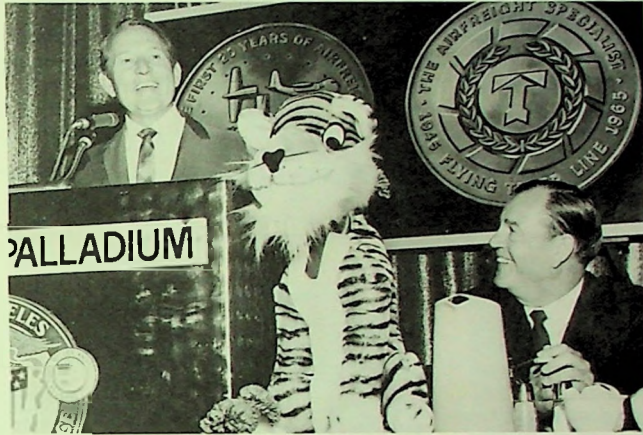
**Above left:** Ensign in the U.S. Navy . . . 1940. **Above right:** In the AVG . . . 1942. **At right:** A young man in Texas.



**Above left:** Flying Tigers pilots surround flag-draped casket in final tribute at funeral services for Bob... March 7, 1978. **Above right:** Robert W. Prescott: Number One Tiger.



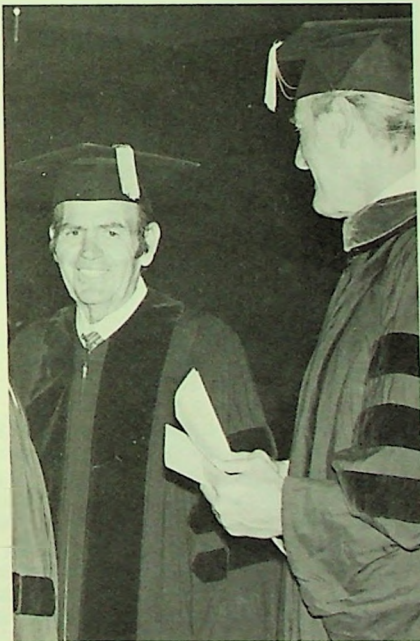
Bob with actress Jayne Mansfield promoting company charity drive.



With Art Linkletter at celebration for the airline's 20th anniversary... 1965.



Bob's last Christmas, with his wife Anne-Marie at the Flying Tigers party in Los Angeles... 1977.



**At left:** Accepting an honorary degree from Northrop University. **Above:** Breaking ground for the airline's current world headquarters... 1965.

# Around The System



**SOMETHING NEW FOR DALLAS/FORT WORTH** — Construction is underway at Dallas/Fort Worth International Airport's new east side cargo and foreign trade zone area for Flying Tiger Line's \$2.5 million airfreight terminal. The facility will feature 22 loading doors for pickup and delivery trucks. Flying Tigers' stretched DC-8 aircraft will begin using the ramp area in May, with full occupancy of the building expected in December.

## New Facilities for Flying Tigers

Flying Tigers has moved into or started construction on a number of new facilities recently. Work is underway on a new terminal facility at LAX (Tigereview, February, 1979) and plans have been announced for construction of a Dallas/Fort Worth facility. The airline has also recently moved into quarters at the new Chiang Kai-Shek International Airport serving Taipei, Taiwan, and Tiger II, a second warehouse facility in Chicago, is now open and operating (Tigereview, February 1979). **On this page are photos highlighting some of the new facilities.**

Flying Tigers in Taipei are now operating in new facilities at the recently opened **Chiang Kai-Shek International Airport serving Taipei**. The airport's cargo facility (rendering pictured at right) is designed for efficient handling of jettfreighters including widebodies, and will expand to meet growing needs.



Chicago Flying Tigers hosted customers at an open house introducing the new **Tiger II import facility** in Chicago recently. **Pictured above left, l-r:** Bill Nelson, Chicago sales manager; John Fitzgerald, Fritz Transport; Jack Lewin, J. Lewin & Associates; and Jack Kane, Chicago general manager. **Center, l-r:** Jim Graham, 3M Company; Yoshio Gotoh, manager of import services; and Mike Bratek, sales rep. for Minneapolis. **Right, l-r:** Jim McGrath and Chuck Kukla of Motorola, Inc.; Sally Pasiuk, sales manager-commercial; and Bob Marker, import supervisor. **At left:** Midwest Regional Marketing Manager Jack Reardon and Secretary Pam Price greeted guests with information packets.



## Showing Our Stripes at Produce Exhibition

*Flying Tigers traveled to the United Fresh Fruit and Vegetable Association Exposition in New Orleans recently to remind produce shippers about the advantages of shipping fresh produce by air.*

*Airline representatives greeted Exposition visitors from a portable exhibit booth featuring a color photo display of Flying Tigers' experience in the air shipment of produce.*

*The airline was represented at the three-day event by Vice President-Western Region Mike Gurley; Hal McClinton, marketing analyst; Marketing Managers Bob Jenkins, SFO, and Gene Ochi, LAX; Dave Greulich, Chicago sales; and Customer Service Representatives Polly Rose, LAX, and Teri Smith, SFO.*

*"Produce is a highly volatile product with wide fluctuations in price on a daily basis," Gurley told shippers and Exhibition visitors. "The speed of airfreight extends the shelf life of these time-sensitive commodities."*

## 'Pomp and Circumstance' for President Healy

*Flying Tigers President Joe Healy donned cap and gown March 16 to be the featured speaker at the Winter Convocation of Northrop University in Inglewood, California.*

*Fifty-two graduates received degrees in engineering, business, taxation, engineering technology, management and computer science at the afternoon ceremony, and an honorary doctor of science degree was bestowed upon Ta-daaki Mori, president of Ishikawajima Mass-Produced Machinery Company, Ltd. of Japan. Mori was honored for his role as leader in the Japanese aviation industry, for his outstanding achievements as an engineer and for his support of Northrop University.*

*Dr. B.J. Shell, president of the Univer-*

*sity, presided; Dr. Carl R. Sederholm, dean of the faculty, presented the graduates; William M. Abel, professor of mechanical engineering, who was chosen faculty advisor by the graduating class, was parade marshal; and Halldor Sigurdsson, president of the graduating class, represented the graduates at the podium.*

*One of the graduates was sponsored in his studies by three Flying Tigers Captains. **Pictured above left, l-r, are Captain Jim Hatfield; Joe Healy; the graduate, Dann Runik; and Captains John Ragsdale and Scott Simpson.***

***Above right:** Joe Healy gets some help from his wife Audrey as he dons cap and gown for the graduation ceremonies.*



**Top photo:** Hal McClinton in Flying Tigers' produce show booth. **Bottom photo:** Herb Baum, right, president of Naturipe Strawberries of Watsonville, California, chats with Flying Tigers representatives, l-r, Teri Smith, Mike Gurley and Polly Rose.



## Oops!

*We know that's not Captain Tom Sullivan at left in the photo top left, as reported in the February, 1979 issue of Tigereview, page 15. It's **Captain Chuck Cumiford** presenting the retirement gifts to Captain J. Parker "Goldie" Goldsmith. Sorry, Captain Cumiford. Apologies, also, to **Captain Jack Russell**, pictured center in the photo at bottom. He was identified as Captain Bob Russell in the same article.*

# How To Get Away To It All

## England/Scotland/Wales, Madrid and Mallorca on Caesar Hotels Schedule

• Caesar Hotels announces the continuation and expansion of the popular England/Scotland/Wales Interline Vacations operating April through July, 1979, for airline employees, eligible family and retirees.

Sightseeing begins in London including visits to Westminster Abbey, Houses of Parliament, Hyde Park and Buckingham Palace, with a perfect opportunity to attend theatre or enjoy Caesar's special pub-crawl. After two nights in London, you will board a private motorcoach for a drive northward through the university town of Cambridge and the City of York which boasts the largest Protestant Church north of the Alps. There's a restful night in Harrogate, followed by a journey past the 2,000-year-old Roman Wall into the beautiful lowlands of Scotland. You arrive at Dunfermline, overlooking the Firth of Forth, for a relaxing two-night stay.

From here you may visit Loch Lomond or shop in the Queen City of Scotland, Edinburgh. Returning to England and the breathtaking beauty of the Lake District National Park, Caesar Interliners will overnight at the Beach Hill Hotel, and following a day in North Wales will return to England for a final day to enjoy London.

The price is \$499.00 per person, double occupancy, plus \$3 U.S. tax. Round-trip airfare, hotels with bath, sightseeing, Caesar host and many Caesar extras are included.

• Madrid is one of Europe's most romantic cities and Caesar's Madrid Holiday offers a tremendous vacation value. The eight-day trip includes a half-day sightseeing tour to the Prado Museum, the Royal Palace and other highlights of historic and modern Madrid. Interliners will also enjoy plenty of free time to shop or take optional sightseeing trips to Toledo, Avila, Segovia or La Granja, all enchanting Spanish cities. There is also an optional night tour to see the famed Flamenco dancers. Price is \$249.00 per person.

• One of the most delightful islands in the Mediterranean is now a Caesar highlight. Caesar has combined the wonderful isle of Mallorca with the Spanish capital for a new interline vacation. Interliners will enjoy the re-



View of London.

laxing atmosphere of the sun, sand and sea Mallorca offers, plus the sophisticated night clubs, wonderful restaurants and fine shopping. The eight-day trip spends three days in Mallorca and three days in Madrid where interliners will have time to explore the city and its shopping treasures. Price is \$279.00 per person.

Both Spain tours include roundtrip airfare, hotel with bath, sightseeing, breakfast daily, some meals, services of Caesar host or hostess and full transfers. Departures are April through June. Employees, dependents, and retirees are eligible. Parents should contact Caesar for eligibility information.

For more information on all three Caesar Hotels Interline Vacations contact Caesar Hotels, 7730 Forsyth, St. Louis, MO 63105. Telephone: (314) 727-1503.

## Marriott Resorts Offer Room Discounts

Marriott Hotel's off-shore sun resorts — Sam Lord's Castle in Barbados and Paraiso/Marriott in Acapulco — feature substantial room discounts in 1979 for airline employees.

The hotels' offers — 50 percent for Sam Lord's, and \$20 for Paraiso/Marriott — are effective daily throughout the year at both properties, except during the winter season (dates below) when a 25 percent discount applies:

— Paraiso/Marriott: Now to April 16, 1979.

— Sam Lord's Castle: Now to April 30, 1979.

Reservations can be made through any of Marriott's 55 hotels, worldwide, or through the Marriott Reservations Center at (800) 228-9290.

Subject to room availability, the special rate will be confirmed when the reservation is requested.

Proof of airline employment is requested at check-in.

On the southeast coast of Barbados, Marriott's Sam Lord's Castle is a 72-acre resort named after pirate Samuel Hall Lord's 1820 mansion. It still houses guests today, along with 144 new deluxe twin rooms on the property.

Paraiso/Marriott Hotel on Acapulco Bay in Mexico features 442 air-conditioned rooms, a swimming pool, sandy beach and complete dining and entertainment facilities.

## SFIC Offers Russian River Canoe Trip

The San Francisco Interline Club cordially invites all interliners and friends to attend the 11th Annual Russian River Canoe Trip, June 1-3, 1979. The SFIC knows that everyone loves its city — and now it wants to show you what's beyond. Included is a welcoming party Friday evening, bus transportation, canoes, lunch and a "fantastic" steak dinner on Saturday, and a farewell Bloody Mary party Sunday morning . . . all for \$27 each for North American Interline Clubs Conference members and \$29 for non-members and guests. *U.S. FUNDS ONLY.*

Headquarters is the PSA San Francisco Hotel, offering special interline rates.

For details and reservation forms, write: SFIC, Box 3803, San Francisco, California 94119, and enclose a stamped, self-addressed envelope. Space is limited, so early reservations are desired.

## Schooner Cruises Of the Galapagos

• Schooner Cruises of the Galapagos — Eight-day cruises of Ecuador, South America's Galapagos Islands aboard the 10-passenger schooner Encantada are featured in 11- to 14-day tours for interliners with departures from Los Angeles, San Francisco, New York and Miami. The tours, arranged by ITR Interline Ltd., are open to airline employees, their parents and families, and airline retirees and spouses.

The eight-day cruises, the most comprehensive to the major islands of the archipelago, provide two shore excursions daily. Accommodations on the 70-foot schooner are in five double cabins. The vessel also has a large saloon amidships and a spacious deck.

Package prices of \$1,059 from the West Coast and \$1,029 from New York and Miami include roundtrip airfare on Braniff, the services of a naturalist guide and all meals aboard ship as well as accommodations, sightseeing and transfers in Guayaquil at the start of the tour and in Quito at its conclusion.

The tours operate in June, October, November and December. They leave Los Angeles and San Francisco on Saturdays, returning on Saturday two weeks later. Departures are on Sundays from New York and Mondays from Miami, with the return on Friday 12 or 11 days later.

Reservations and additional information can be obtained from ITR Interline Ltd., 25 West 39th St., New York, N.Y. 10018. Telephone: (212) 840-6727 and, except from New York State, Alaska and Hawaii, (800) 223-9815.

### Adventurous News from The ASU Crew

The *ASU Travel Guide* (considered by many interliners to be the "bible" of the industry) has announced a special package offer.

Until April 30, 1979 airline employees

can receive a choice of adventuresome bonuses (at no cost) combined with a half-price *ASU Travel Guide* subscription.

The bonus options are each valued at \$15.00, the full cost of a one-year subscription at the 50 percent discount rate. In all, it's a \$45.00 value representing a net savings of \$30.00.

Adventure is the keynote of this special offering. You can choose as your bonus a one-year subscription to *Adventure Travel* magazine. This lively new publication presents exciting and challenging travel experiences from shooting the rapids to scaling vast mountains, all with vivid, breathtaking color photographs.

Or, you can choose to receive a tour discount certificate instead: a \$15.00 credit towards one of many tempting tours offered by Airline Employee Tours, Caesar Hotels, Nilestar, Sea and Sea, or Sunny Land Tours.

Either of these valuable bonuses is available as your special gift when you enter a one-year subscription to the new *ASU Travel Guide* at just \$15.00 (a \$30.00 single-copy value, now half-price).

Aside from the thousands of interline discounts contained in each quarterly issue, you'll find an adventurous new

look, informative articles, and handy travel tips for interliners.

To take advantage of this unique full-value bonus opportunity, pick up a coupon in Employee Benefits or write: ASU BONUS OFFER, 1335 Columbus Ave., San Francisco, CA 94133. Enclose a payment of \$15.00 or bill it to your Master Charge or VISA card (be sure to include your account number and the expiration date as it appears on your credit card).

Enjoy an adventurous year (and substantial savings) as a subscriber to the all-new *ASU Travel Guide*.

**REMEMBER . . .** For the proper forms to use, procedures to follow and up-to-date information on travel benefits, check with Employee Benefits or your Benefits Coordinator. All Flying Tigers reduced-rate travel starts there.

**Note** — The new hours for Employee Benefits headquarters offices are:

Monday:	8:30 a.m. to 5 p.m.
Tuesday:	8:30 a.m. to Noon
Wednesday:	7:00 a.m. to 5 p.m.
Thursday:	8:30 a.m. to 5 p.m.
Friday:	8:30 a.m. to 5 p.m.

# DOLLARS & SENSE

Highlighting services available to Flying Tigers and their families through the Flying Tiger Employee Federal Credit Union.



## Be Our Valentine

Don't forget about the Valentine Sweepstakes now on at your Flying Tiger Employees Federal Credit Union.

You have until May 11, 1979 to secure an unlimited number of chances on a host of prizes including a color television set, microwave oven, ten-speed bicycle and many more.

Why sweepstakes? The credit union wants your savings dollars. Most financial institutions are experiencing a cash shortage these days, and Flying Tigers' credit union is no exception. The contest is designed to build up the amount of savings credit union members have in their accounts, and to bring in new members.

Here's how it works: You'll get one sweepstakes ticket

— for every \$100.00 deposited to a current or new account by May 11. There are no limits on how many chances you may have, but they will only be

issued for deposits made in increments of \$100.00. (\$100.00 = one ticket; \$500.00 = five tickets.)

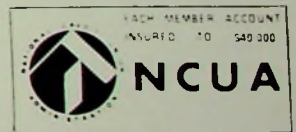
— for increasing your savings deduction by at least \$20.00 per month. (\$20.00 = one ticket; \$60.00 increase = three tickets.)

— for returning the free sweepstakes coupon mailed to credit union members.

Even if you don't win a prize, you'll still be a winner, says the credit union. Flying Tiger Employees Federal Credit Union has been paying a 7 percent dividend quarterly for more than a year now . . . more than most banks and savings and loans on regular savings accounts; and that's hard to beat.

So, build up your savings now and join the Valentine Sweepstakes. Deposits must be made and payroll deductions in effect by the time of the drawing on May 11. Results will be certified by Harris & Co. public accountants. For additional information, contact the credit union.

*Flying Tiger Employees Federal Credit Union is located at headquarters on the ground floor of the Lo-Tiger building. Telephone: 63084 or 67450. Mail code: K17.*



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# THE MAILSACK

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The Mailsack is a new Tigereview feature recognizing the value of communication through letters. The Mailsack will feature letters from customers and others dealing with Flying Tigers' service; "open letters" to all employees from Flying Tigers and friends; and letters with comments and/or questions about our airline. Answers and editorial comments will appear when appropriate. Do you have a question, comment or a letter you've received from someone outside the airline that you think deserves recognition? Send it to The Mailsack, c/o Public Relations, HDQ-HO1. All correspondence must be signed; names will be withheld upon request.



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## What Customers (and others) Say

Questions, comments and commendations about our service.

• I wish to congratulate your Cincinnati, Ohio office staff on its excellent performance in getting some equipment sent up to us in time for our opening date. We needed the tables badly, and the snow seemed an impossible obstacle in the way of delivery. Thank you, and I will certainly recommend you to others in the Cincinnati area.

**James M. Harvey, D.V.M.**  
Landen Veterinary Hospital  
Loveland, Ohio

• I attended Flying Tigers' hazardous materials seminar at JFK (New York) last November and learned a great deal, thanks to Alan Hollander (senior administrator-hazardous materials) and Candace Mitchell (hazardous materials administrator). They were efficient, helpful and patient, and I want to convey to both of them my most sincere thanks and appreciation.

My company frequently ships corrosive chemicals by air and our learning period has been slow, because of the intricacies of the regulations and the fact that at times even freight forwarders and airlines are not consistent in the interpretation of the regulations.

A few days ago I had my first shipment of a radioactive material and frankly could not properly handle it, although I made quite a few calls both local and long distance, even involving the manufacturer.

Finally, I called the customer service department at your JFK terminal and

discussed my problem with Dennis Mack (customer service representative). Dennis was extremely helpful and bent over backwards to help me, even though Flying Tigers could not handle the shipment due to the fact that it was going to Honduras (Central America) out of Miami.

I am writing because rarely do you find that kind of help these days, it seems, and Dennis went out of his way to give me all the information I needed to complete the shipment. Only with people like that can you build up a great company like yours, and I congratulate you for the calibre of your customer service personnel.

**E. Benchimol**  
Vice President, Export Division  
Willoughby Peerless  
New York, New York

• We are pleased to express our satisfaction and appreciation for the outstanding and efficient handling by your company of a recent charter shipment from Zurich, Switzerland, to New York.

The undersigned personally supervised that flight's freight from arrival, unloading and establishment of documentation up to the loading of our trucks. The cooperation received from your Messrs. Paul Hall (chief operations supervisor-JFK), Ralph Caccia (senior operations supervisor-JFK) and David Rothermel (operations supervisor-JFK) was super, and I was impressed by the smooth and flawless way this charter was handled.

We are looking forward to a continuous fine cooperation for all future moves as demonstrated with this flight. Many thanks, again.

**Guido Zehnder**  
Jacky Maeder, Ltd.  
Commercial Division  
Jamaica, New York

• We would, at this time, like to thank Frank Landino (formerly sales representative in Cleveland, recently named account executive for western Pennsylvania) for his total cooperation and consideration given to us with regard to the A-Type container which we shipped on January 17, 1979, with the ultimate destination of Houston, Texas. We know that the weather and time conditions which prevailed during the course of this shipment were not the best, but through the combined efforts of your customer service department in Cleveland, your agent in Buffalo, Buf Air, and Frank Landino, the transit time from pickup by Buf Air in Buffalo to pickup by the consignee in Houston was a very favorable three days.

It is through this effort that you will continue to have our support as a shipper using Flying Tigers.

**Jeff Hause**  
Traffic Supervisor  
Mennen Greatbatch, Inc.  
Clarence, N.Y.

• I want to commend the Flying Tigers Houston office for giving me service and response beyond its normal responsibilities.

Being rushed for time and away from home, I was hopelessly trying to find packing and a means of transportation for some antiques I bought in Houston. Kathy Langill (customer service representative) and Bob Archembault (senior operations supervisor) helped me by obtaining a packing box and also by helping me pack the furniture for its Flying Tigers flight.

I couldn't have done it without their assistance and would like them to know how deeply they were appreciated.

**Rita Wissman**  
St. Paul, Minnesota

- I wish to commend the outstanding assistance given us by one of your staff, Mr. Jim Karizia (chief operations supervisor-JFK). Mr. Karizia was made aware at 11 a.m. of a shipment required to be at North Tarrytown, N.Y. for presentation at 2 p.m., same date. The normal routine, as the flight only arrived at 9:30 a.m., would prescribe availability well beyond that deadline. Mr. Karizia recognized the urgency of the situation and reacted to the extent the deadline was met.

I have expressed my thanks to Mr. Karizia, but in this most unusual instance, I wish to make Flying Tigers management aware of his ability and courtesy.

**R. Gliganic**  
 Import Manager  
 Universal Transcontinental Corp.  
 Jamaica, New York

## Dear Flying Tigers ...

Open letters to (and from) employees and friends.

### Kudos for Captain & Crew

- A note of appreciation for **Captain Richard Petrick** and his superb handling of a near-disaster situation on Thursday, February 15 at O'Hare (International Airport, Chicago).

I have heard that only the best men pilot 747s, and Captain Petrick truly deserves to be known as "one of the best."

Flying Tigers is fortunate to have him as one of its pilots.

**Mrs. Edward Benno**  
 Graysdale, Illinois

- On Thursday, February 15, at 9 a.m., my wife and I were passengers on Delta flight #349 bound for Orlando, Florida. We wish to give our heartfelt gratitude to your 747 pilot who took such evasive action to avoid a disastrous collision on the runway of O'Hare Airport (Chicago). His exceptional piloting skill and coolness saved the lives of all our passengers and crew as well as his own crew. If he would have frozen at the wheel, our plane was dead center on the active runway, and there would have been a catastrophe.

A pilot of this calibre deserves a recommendation for his action and skill in avoiding a disastrous collision.

Would you please let him know how we feel and that our prayers are with him. His family and friends should be very proud of him.

**Mr. & Mrs. Richard Kerns**  
 Prospect Hts., Illinois



## "Flying" Tigers Tie the Knot

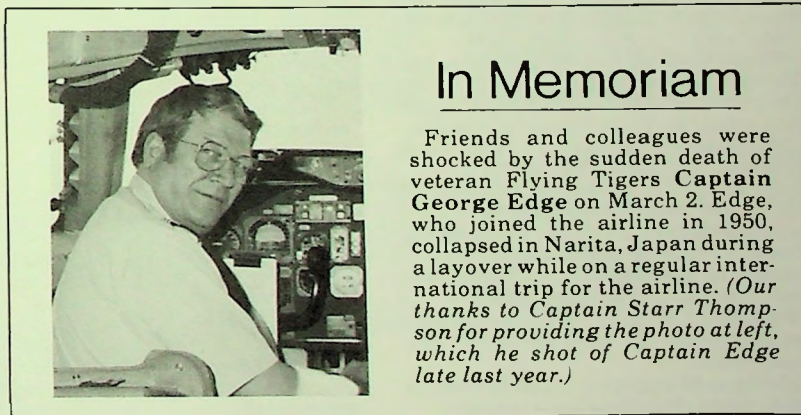
On February 10, Flying Tigers Second Officers Kay Aslesen and Jeff Warneke were married in San Diego, California. The two began their Flying Tigers careers last year — Kay in April and Jeff in July. Both are currently flying second officer on the airline's DC-8s, assigned to international routes.

"Jeff was the very first flight instructor that Kay had when she started flying," said Delphi Aslesen, mother of the bride. "After her first lesson, she came home and said that while she really liked flying, she wasn't too fond of the instructor. 'He's such a perfectionist', she said."

About a year later, Kay and her "perfectionist" flight instructor started going out together. When the airline industry began opening its doors more readily to female pilots, Jeff, who had long aimed at becoming a pilot for Flying Tigers, suggested that Kay apply as well. She was hired in April; Jeff some three months later.

Jeff and Kay will make their home in Oceanside, California, about a hundred miles south of Los Angeles.

— Story by Larry King, crew controller



## In Memoriam

Friends and colleagues were shocked by the sudden death of veteran Flying Tigers **Captain George Edge** on March 2. Edge, who joined the airline in 1950, collapsed in Narita, Japan during a layover while on a regular international trip for the airline. (Our thanks to Captain Starr Thompson for providing the photo at left, which he shot of Captain Edge late last year.)

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# FLYING TIGERS ON THE MOVE

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## HEADQUARTERS

Carlos Acevedo . . . to manager systems development, from project analyst.

John Alnes . . . to inspector, from flight line mechanic.

Heidi Amling . . . to manager KIAC appliance support, from project analyst.

Alan Berry . . . to telecommunications administrator, from communications administrator "A".

Eugenia Calder . . . to customer finance job 3, from senior clerk.

Jay Clemons . . . to senior marketing information specialist, from marketing information specialist.

Jorene Cooke . . . to teletype operator III, from teletype operator II.

Rosemarie Cowan . . . to customer service supervisor, from customer service representative II.

Susan Damsky . . . to confidential secretary, from secretary.

Crosby Dickinson . . . to crew controller, from crew scheduler.

Mary Donovan . . . to supervisor product knowledge and tariffs training — HDQ from operations supervisor — Seattle.

Nancy Egerer . . . to accounting clerk "A", from accounting clerk "C".

David Emley . . . to manager facilities, from maintenance manager facilities.

Rosemary Fitzwater . . . to supervisor cost accounting, from junior accountant.

Sally Franzetta . . . to statistical typist, from publications layout clerk.

Saul Gomez . . . to supervisor management reporting, from financial analyst.

Susan Gray . . . to customer finance job 2, from customer finance job 1.

Marie Hoffman . . . to confidential secretary, from secretary.

Dennis Hogan . . . to senior financial analyst, from financial analyst.

Norman Howkins . . . to project analyst, from systems analyst.

April Kaio . . . to accounting clerk "B", from accounting clerk "C".

Linda Koch . . . to accounting clerk "C", from senior clerk.

Jimmie Leedman . . . to project analyst, from systems analyst.

Thomas Lipman . . . to computer programmer B, from computer programmer C.

William Margrave . . . to manager GSE, from maintenance manager.

Margaret McDonald . . . to personnel clerk, from senior clerk.

Thomas McKessey . . . to manager systems development, from project analyst.

Dee Mills . . . to lead data recorder, from computer data recorder "A".

Thomas Moir . . . to manager general accounting, from senior financial analyst.

Dan Owen . . . to rating specialist, from rating trainee.

Brian O'Dwyer . . . to inspector, from salaried mechanic.

Albert J. Perry . . . to manager labor relations, from personnel relations specialist.

Jess Preston . . . to lead computer operator, from computer operator "A".

Pervez Rashid . . . to systems analyst programmer, from computer programmer "A".

Linda Rathin . . . to computer data recorder "A", from computer data recorder "B".

Lynn Romeo . . . to personnel clerk, from senior clerk.

Carole Robinson . . . to systems analyst, from systems analyst programmer.

Mike Schiabile . . . to systems analyst programmer, from computer programmer "A".

Diana Seino . . . to customer finance job 3, from customer finance job 2.

Rich Stokes . . . to lead data controller, from data controller "A".

Roger Vusitalo . . . to senior technical writer, from mechanical writer.

Lillie Yim . . . to computer analyst, from confidential secretary.

## CHICAGO

Vincent Ciametti . . . to lead ramp serviceman, from ramp serviceman.

Arthur Clark . . . to senior operations supervisor, from operations supervisor.

Michael Eversman . . . to lead ramp serviceman, from ramp serviceman.

Thomas Fitzgibbons . . . to lead ramp serviceman, from ramp serviceman.

Robert Marker . . . to senior operations supervisor, from lead ramp serviceman.

Michael Mullins . . . to lead ramp serviceman, from ramp serviceman.

David K. Naleway . . . to lead ramp serviceman, from ramp serviceman.

Thomas Short . . . to lead ramp serviceman, from ramp serviceman.

Joseph Slad . . . to lead mechanic, from mechanic.

Jerry Tarshis . . . to lead ramp serviceman, from ramp serviceman.

Steve Turner . . . to lead motor pool mechanic, from motor pool mechanic.

Peter Yore . . . to chief operations supervisor, from senior operations supervisor.

## CHARLOTTE

John E. Eld . . . to lead ramp serviceman, from ramp serviceman.

Paul K. Maloy . . . to lead ramp serviceman, from ramp serviceman.

## LOS ANGELES

Chris Bates . . . to manager customer service, from chief operations supervisor.

## SAN FRANCISCO

Alfred Whitley . . . to chief operations supervisor, from senior operations supervisor.

## NEW YORK

Roland Arsenault . . . to terminal training coordinator, from senior operations supervisor.

Alan Berry . . . to telecommunications administrator, from communications administrator "A".

Chris Lange . . . to senior industrial engineer, from chief operations supervisor.

Paul Liedberg . . . to senior operations supervisor, from operations.

Robert Pegues . . . to senior operations supervisor, from operations.

Fredric Posner . . . to account executive, from sales representative.

Joseph Sciarrotta . . . to chief operations supervisor, from senior operations supervisor.

## CINCINNATI

Ruth Wessman . . . to resident sales representative, from customer service representative I.

## PHILADELPHIA

Harriet Waldman . . . to confidential secretary, from secretary.

## DETROIT

John F. Atkins . . . to ramp serviceman, from part-time ramp serviceman.

Gary J. Boswell . . . to lead ramp serviceman, from ramp serviceman.

Frank Casadei . . . to full-time ramp serviceman, from part-time ramp serviceman.

Brian M. Collyer . . . to ramp serviceman, from part-time ramp serviceman.

Joe A. Drenneu . . . to traffic agent, from ramp serviceman.

Janet Finch . . . to traffic agent, from ramp serviceman.

Raymond W. Gill . . . to ramp serviceman, from part-time ramp serviceman.

Sherry Harvey . . . to ramp serviceman, from part-time ramp serviceman.

Reinhard Johnson . . . to ramp serviceman, from part-time ramp serviceman.

Edward S. May . . . to lead ramp serviceman, from ramp serviceman.

Norwin D. Wiedmann . . . to lead ramp serviceman, from ramp serviceman.

## SYRACUSE

Robert Miller . . . to general man-

ager III, from terminal manager.  
**Frederic J. Rath . . . to traffic agent, from part-time supervisor.**

#### CLEVELAND

**Raymond Sluk . . . to senior operations supervisor, from operations supervisor.**

#### ATLANTA

**Jeffery Bickerton . . . to sales representative, from sales trainee.**

#### BOSTON

**Gretchen Patten . . . to customer service representative II, from customer service representative I.**

#### ANCHORAGE

**Sharon Jones . . . to traffic agent, from terminal administrative clerk.**

**Michael Wilson . . . to traffic agent, from ramp serviceman.**

#### HONG KONG

**Anthony Ma . . . to manager-customer service, from chief operations supervisor. The newly created position in the airline's HKG operation is designed to provide a more efficient and better coordinated service for customers, said General Manager-Hong Kong & Southeast Asia Roy King. Ma joined Flying Tigers in Hong Kong in 1968.**

## WELCOME

Flying Tigers welcomes the following new employees:

**William A. Dolezal . . . senior director-terminal engineering services, reporting to Senior Vice President-Scheduled Services Russ Emerson. In his newly created position, Dolezal will work with the field terminals in achieving productivity standards. Dolezal was previously with United Parcel Service.**

**Terry Evans . . . manager-financial accounting, replaces Rex Stevens, who left to pursue his own public accounting practice. Evans was formerly with Price Waterhouse.**

**Two new employees have joined the airline's engineering department at headquarters:**

**Ricardo (Rick) Cullman . . . senior service engineer-aircraft systems. Cullman graduated from the Technical Institute of Aeronautics in Brazil in 1954 with a degree in aeronautical engineering. He has worked with several international airlines during his aviation career, including Real, Varig, Icelandic and most recently Cargolux.**

**Sadayoshi (Bob) Takara . . . service engineer. A recent graduate of Northrop University in Inglewood, California, Takara will work in the areas of aircraft interiors, loading systems and Unit Load Devices (ULDs).**

## Retirements

Flying Tigers salute the following employees and their years of service:

**Walter Cashau, Instructor-Traffic Training-HDQ, 27 years.**

**Donald Hassig, Captain-LAX, 28 years.**

**Rodolpho (Rudy) Ochoa, Radio & Electronics Mechanic, 13 years.**

On these pages are photos of retirees and their celebrations.



**Rudy Ochoa, above, second from left, with, l-r, colleagues Hank VanVliet, foreman-line electronics and Ivor Palmer, electrician; and his wife and granddaughter.**



**Above left: Twenty-seven-year Flying Tiger Walt Cashau shows off retirement gift — an electric typewriter — to Confidential Secretary Audrey Marshall, left, and Secretary Cathy Soucy. Above right: "The Boys from Chicago," l-r, Tony Bitunjac, lead ramp serviceman; Sam Cravatta, supervisor of administration-ORD; Ralph Foster, maintenance supervisor; Bud Whitney, director-fuel administration; Cashau; and Don Bacon, manager-operations control, celebrated Walt's retirement. The six worked together in Chicago early in their Flying Tigers careers.**



**On his last flight for the airline, Captain Don Hassig brought his DC-8 jetfreighter into his home base of Los Angeles, where friends and family had gathered for an informal celebration. Above left: Hassig with his wife and daughter. Above right: With Captain Ron Hall, manager-flight training, and gag gifts. At left: In the cockpit.**

# Looking Back: First Terminal at Long Beach . . . 1945.

*(For news on new Flying Tigers  
terminals, see page 10.)*

