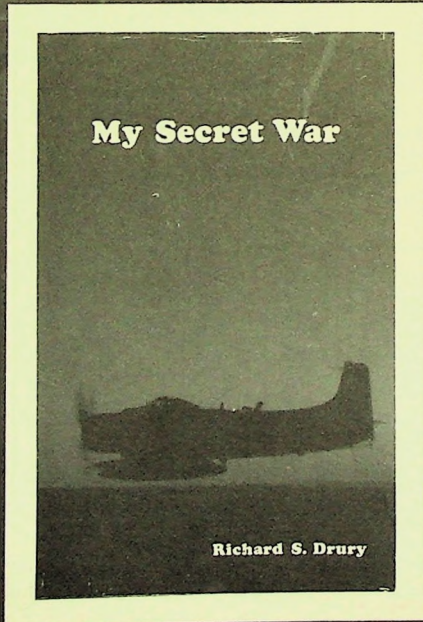
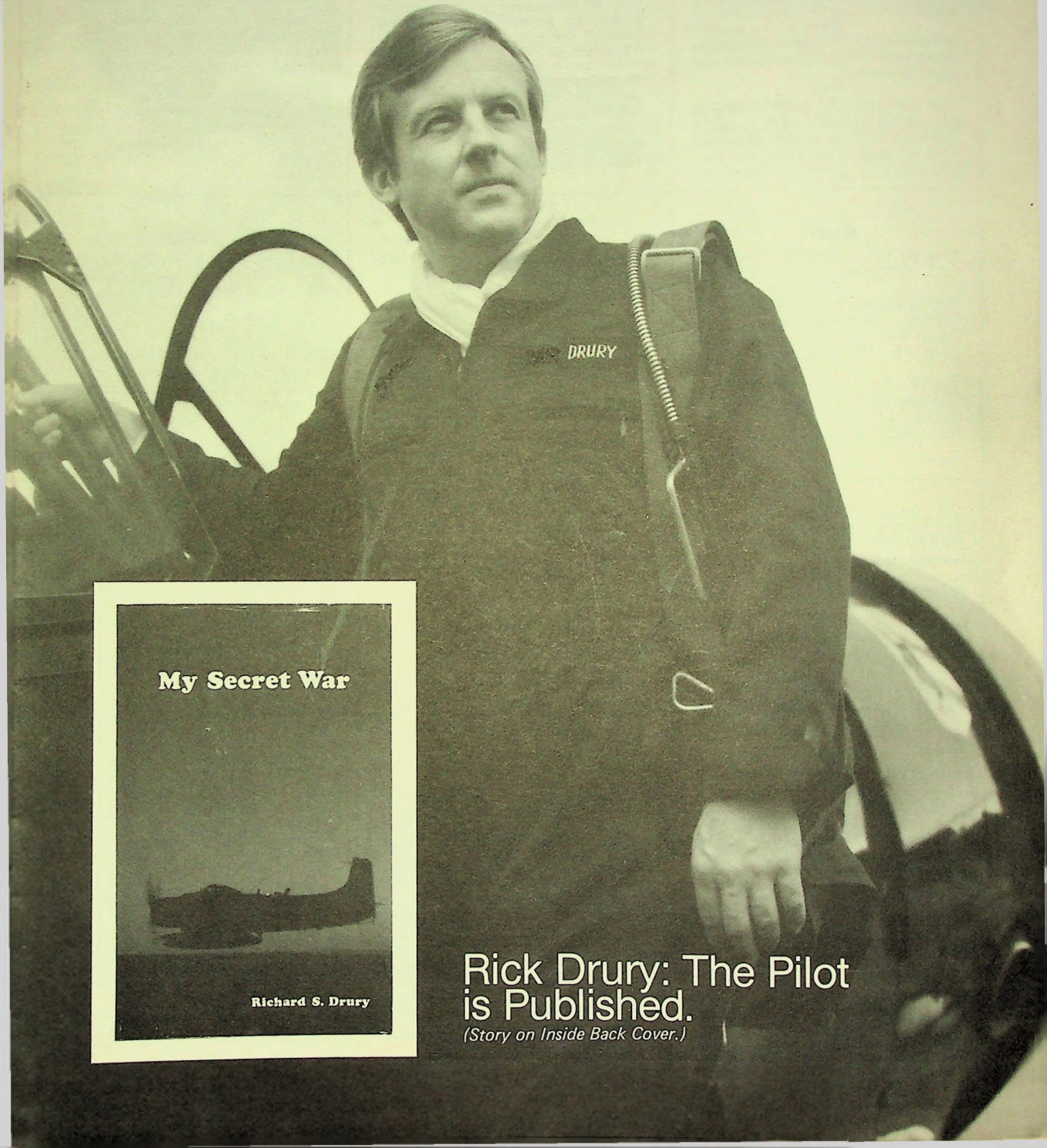


TIGERVIEW

Vol. 34, No. 1, January, 1980



**Rick Drury: The Pilot
is Published.**
(Story on Inside Back Cover.)

HIGHLIGHTS 1979

January

Airline launches sophisticated new sales training program.

Chicago import warehouse facility opened.

Domestic door-to-door airfreight service introduced; rate reductions up to 25 percent.

New services: CLT to SFO; SFO to PHL; LAX to ATL; CLE to ORD; Boston/San Juan; increased service between New York and San Juan.

February

B747 damaged in Chicago upon landing as it swerved off the runway to avoid collision with a fully-loaded passenger plane taxiing across its path; Captain Petrick praised for his handling of the Tiger aircraft.



Plans were announced for construction of new \$10 million airfreight terminal at LAX.

March

First anniversary of the death of founder and President Bob Prescott.

Domestic services curtailed due to drastic cutback by fuel suppliers; transcontinental flights cut from 13 to nine, but reinstated at month's end.

Construction begins on new Dallas/Ft. Worth terminal; airline moves into quarters at Taiwan's new Chiang-Kai-Shek Airport serving Taipei.

April

New Services: Seattle to Detroit; LAX to Cincinnati and Detroit.

Flying Tigers signs \$100 million contract for re-engining of nine DC-8s with quieter, more fuel efficient G.E. CFM56 engines.

Airline founder and long-time employee Thomas Haywood dies.



May

New services: Seattle to New York with Boston connection; prime-time New York/Tokyo.

Pickup & delivery service inaugurated in Phoenix, Arizona.

Airline announces two more B747-200 jetfreighters set for delivery in 1980. (First two due in Nov./Dec., 1979.)

June



Flying Tigers inaugurates jetfreighter service in Portland, Oregon.

DC-8 transpacific flights suspended due to economic conditions; no more service to Okinawa, Kaohsiung or Manila.

July

Seaboard, Tiger International managements agree in principle to merger.

Scheduled service introduced in Pittsburgh.

Airline announces purchase of \$4.3 million 747 training simulator; will be operational in 1981.

Truck service inaugurated linking Montreal, Canada with Flying Tigers terminals in New York and Boston.

August

Joe Healy named senior VP-transportation systems planning for Tiger International; Tom Grojean is new Flying Tigers president.

Airline receives \$31.3 million fiscal 1979-80 MAC contract.

IAM members go on strike.

New services: Non-stop LAX to BOS and Charlotte to West Coast; thru service from LAX to PHL and SFO to BOS; prime-time from LAX and SFO to ORD.

September



Flying Tigers celebrates tenth anniversary of transpacific service.

Agreement reached with IAM; employees back to work after 18-day strike.

CAB approves airline's request for U.S./Canada service.

Southern routes expanded.

October

New terminal dedicated in Houston.

All-black Flying Tigers crew makes scheduled transcontinental flight.

747 service inaugurated in Osaka, Japan.

Seaboard stockholders approve Flying Tigers/Seaboard merger.

New services: PHL to LAX; LAX to DFW and ATL.

November

First new B747-200 is delivered; dedicated in honor of Bob Prescott.

Flying Tigers charter carries relief goods from LAX to Phnom Penh, Cambodia Thanksgiving Day; first direct relief flight from U.S. to Cambodia during current Cambodian crisis.

Airline institutes economy measures to offset fuel costs, economic conditions; some reduction in employee force necessary.

December

Second new B747-200 arrives; is dedicated in the name of Thomas Haywood.



Another relief flight to Cambodia leaves LAX Christmas Day; again chartered by Operation California.

Plans for new \$3.7 million training center at headquarters announced.

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OUR COVERS

Front: Rick Drury: The Pilot is Published — Flying Tigers pilot Rick Drury, who has been putting his thoughts down on paper for a number of years and has had articles published in most major aviation journals, has recently landed some of those thoughts between the hardbound covers of his first book. "My Secret War" is a highly personal view of the war in Vietnam from the vantage point of a combat pilot. And more. For more on Drury and his rave-reviews book, turn to our inside back cover.

Back: Another Great Day for Tiger Cubs — Supervisor of Charter Planning Maynard Ekedal and his daughter, four-year-old Maria, were among hundreds of children and parents enjoying the annual Tiger Cub Christmas Party held at the Hyatt House Hotel in Los Angeles, December 15. The event was sponsored by the headquarters Flying Tiger Line Employees Association (FTLEA) and organized by the Administrative Employees Committee (AEC) and other volunteers. (Turn to page 2 for photo-feature.)

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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Vice President,
Public Relations

Colleen Ferguson
Editor

Flying Tiger Line is a Tiger International Company.

The Front Page

Service Scheduled to Honolulu

Flying Tigers has inaugurated daily service between Los Angeles and Honolulu, effective Tuesday, January 15. Hawaii has been without scheduled all-cargo service for the past five years.

Russ Emerson, senior vice president-scheduled services, said that a stretched DC-8 jetfreighter leaves Los Angeles International Airport at 8:00 a.m., Tuesday through Saturday, arriving in Honolulu at 11:45 a.m. The aircraft departs Honolulu at 1:15 p.m., arriving back in Los Angeles at 8:25 p.m., in time to transfer freight to the night-time freighters destined for the Midwest, the South and the Northeast.

Emerson said the airline has initiated the service in response to requests from large-volume shippers who have been unable to obtain sufficient space in the bellies of passenger aircraft.

The DC-8-63F is capable of transporting about 100,000 pounds of freight, and will carry retail merchandise, spare parts, fashions, pharmaceuticals and other time-sensitive items to Hawaii. Eastbound cargo will include pineapples, papaya and flowers, Emerson said.

"Shippers have told us that their

freight has frequently been 'bumped' by passenger baggage and that there is an urgent need for all-cargo jetfreighter service.

"There are also commodities that are unable to be transported on passenger

(Continued on Page 12.)

Law Judge Favors Seaboard Merger

Administrative Law Judge John J. Mathias has recommended in favor of the Tiger International acquisition of Seaboard World Airlines.

"We are extremely pleased not only with the favorable decision, but also with the factual and legal analysis underlying the decision," commented Tiger International Chairman Wayne Hoffman.

The matter next goes to the Civil Aeronautics Board, which must render a decision for or against the judge's recommendation. If the Board rules in favor, the final approval will rest with U.S. President Jimmy Carter.

Changes, Retirements

Number of Moves in Management Ranks

There have been a number of movements in Flying Tigers' top management ranks recently.

Shadowens/Pinke

L.W. "Shad" Shadowens, vice president-flight operations since 1978, has returned to duty as a line captain for the airline. As a result of Captain Shadowens' decision, Ed Pinke, former captain and vice president for the airline, has been retained as assistant to

the President. Pinke will temporarily handle the responsibilities of the flight operations department, and assist in locating, as soon as possible, a permanent replacement, President Tom Grojean said.

Ed Pinke joined Flying Tigers in 1949 as a pilot and rose to become senior vice president-operations group. Since 1974 he has been a consultant to the airline and a member of the board.

Gelfand

William Gelfand, senior vice president and a 27-year Tiger, has retired from the airline. His duties have been assumed by John Flynn, vice president-corporate affairs, Grojean said. Gelfand will not be retiring in the traditional sense, however, having accepted a position as a vice president with Cammacorp, the company that is organizing the re-engining of DC-8 and other aircraft with General Electric CFM-56 engines.

Healy

Former President Joe Healy, who was named senior vice president-transportation systems planning for Tiger International. (Continued on Page 12.)



Pinke



Shadowens

Tiger Cub Christmas '79



Helping to make things happy for hundreds of Tiger Cubs were, **above l-r**, "clown" Carole Karnofsky, chief organizer of the event; Fahed DahDah, supervisor-communications center; and Executive Secretary Anita Arnold — "Mickey Mouse."

Hundreds of Flying Tigers and their children gathered at the Hyatt House Hotel in Los Angeles for the annual Tiger Cub Christmas Party last December 15.

The event, usually held in the cafeteria and parking lot of the airline's headquarters facilities, was moved indoors to avoid the possibility of bad weather and gain better control of the growing number of youngsters enjoying the yearly event, party organizers said.

Clowns, elves, Mickey Mouse and Santa himself greeted the enthusiastic audience, and the day's activities included a clown make-up show by Flying Tiger Al Lindeman, avionics mechanic; a magic show; songs and games; lunch, including hot dogs, punch and ice cream; and gifts and favors for all the children in attendance.

The party was sponsored by the Flying Tiger Line Employees Association (FTLEA) at headquarters, and coordinated by the Administrative Employees Committee (AEC).

Heading up the event was AEC member Carole Karnofsky, rate specialist, who also donned a clown costume for the party along with her husband Danny. Other AEC committee mem-

bers helping included Al Hollander, senior administrator-hazardous materials; Frank Wissel, special project analyst; Diana Seino, customer finance; Pat Harris, accounting clerk; Delora Calley, system support specialist; and Bob Schempp, system support specialist.

Other volunteers who helped make the day a success included Anita Arnold, executive secretary to the president, who played Mickey Mouse for the eager children; Fahed DahDah, supervisor-communications center; Doris Urry, customer code clerk, and her husband Ken; "Elves" Jenny Malisos, personnel clerk, and Pat Matteson, rate service specialist; "Santa's Helpers" Karen Buser, supervisor-coding, and Nancy Bain, rate specialist; "Santa" Russ Kissinger, manager-flight training; Maria Ortega, customer code clerk; Gaylene Gebley, confidential secretary; Irma Laos, secretary-credit union; Doris Huezo, bookkeeper-credit union; Kitti Tobin, then-credit representative (now traffic agent in Chicago); John Jordan, terminal training coordinator; and Al Cormier, maintenance foreman-special projects.

On these pages, some pix from the party.



Above: Eva Mahe of data recording and Tiger cubs with "clown" Danny Karnofsky. **Top at right, l-r:** Executive Secretary Bobbie Sindelar and son Shaun. • Crew Planner Crosby Dickinson with "Mickey" and family. **Bottom at right, l-r:** Jennifer, Trent and Monica Joseph, children and wife of Fitzroy Joseph of office services. • "Mickey" and Kelly Lee Owen, daughter of Dan Owen of system support.





At left, top to bottom: • Billy Eamigh, son of Dan Eamigh, engine mechanic, shows off cub party luncheon fare. • Al Lindeman, avionics mechanic, enthralled cubs with clown make-up demonstration. **Above, l-r:** • Cub gets a hug from "elf" Jenny Malisos, personnel clerk. • Janel Carrera, daughter of Pablo Carrera of business systems, in festive plaid for the holiday event. • "Santa's helper" Nancy Bain, rate specialist, and her son.



Above, l-r: • Manager-Crew Scheduling Phil Jennewein, and his family. • "Santa" Russ Kissinger, manager-flight training. • President Tom Grojean with "Mickey." **At left, l-r:** • Don English, personnel relations specialist, with wife Paula and sons. • Keith Barrett, flight operations services, with wife Deborah, sons Brian and Bradley.



Around The System

Welcoming the "Thomas Haywood"

Flying Tigers' second new Boeing 747-200 jetfreighter has been officially christened the "Thomas Haywood" after one of the airline's founders and long-time employees. Champagne from a silver bowl was splashed onto the fuselage of the big jet by Haywood's daughters during brief ceremonies at the headquarters maintenance hangar in Los Angeles last December 12. Haywood's widow Betty was ill and unable to attend the dedication.

Tom Haywood, who passed away last April after a long illness, flew with Bob Prescott in General Claire Lee Chennault's legendary "Flying Tigers" volunteer fighter squadron in China in the early '40s. When Prescott came up with the idea for an all-cargo airline, Haywood was one of the "boys from China" who helped bankroll Bob's dream. He also went to work for the airline, taking his first flight as copilot to Bob on board one of the notorious stainless steel Budd Conestogas. His flying career ended with a major heart attack in 1959, but he subsequently returned to the airline for a number of years in flight operations.

The airline's first new 747-200 was christened the "Robert W. Prescott" during similar ceremonies last November.



Dedicated to Tom — The daughters of the late Captain Thomas Haywood splash champagne on B747-200 named in their father's memory (above). Haywood's widow Betty was unable to attend the ceremony.



Meaty Moments — Al Hicks, above, second from right, GM-Taiwan, inspects a sample of the 3,000 pounds of meat flown into Taipei by Flying Tigers for a U.S. meat promotion. With Hicks are, l-r, Rudy Mack, food and beverage manager, and Jim Hsu, executive chef, both of the Taipei Hilton; Edwin A. Bauer, chief of the Agricultural Affairs section of the American Institute in Taiwan; H.Y. Yeh, general manager of Orient International Inc.; and Terry Ko, assistant food and beverage manager for the Taipei Hilton.

'Meat Me in Taipei'

Typical Chinese meals in Taiwan are likely to consist of pork, chicken, seafood and vegetables, and of course the staple — rice. Good beef dishes are relatively few, in part because the availability of quality meat in Taiwan — especially steaks — is limited.

A change, however, might be in view. Recently some 3,000 pounds of quality meats — including beef, veal and lamb — were flown into Taiwan from the United States by Flying Tigers. The purpose: Stimulate local interest in American meats and other U.S. food products.

In honor of the tasty import, Flying Tigers joined with Orient International Inc., an importer of meat; the U.S. Meat Export Federation, as represented by the American Institute in Taiwan; and the Taipei Hilton Hotel in hosting a meat-tasting party.

The Hilton provided the location for the event and prepared a menu especially for the promotion featuring 20 new items which local residents and visitors were invited to sample. As an added feature, the promotion included fresh American Blue Point oysters, also flown in by Flying Tigers regularly during the two-week event.

Al Hicks, Flying Tigers general manager in Taiwan, said the effort — an extremely popular event — was aimed at developing the shipment of quality American food items to Taiwan as well as improving the balance of trade between the two countries.

Science Chooses Air Routing

Resembling a giant white saucer tilted skyward, the earth station antenna silently collects satellite signals and feeds them into complex communications equipment, where almost instantly they are interpreted and relayed to business centers and homes spanning a broad geographical area.

Astounding in concept only a few years ago, space communications today are accepted matter-of-factly by millions receiving satellite programs. Demands on the spreading network have skyrocketed, making fast delivery of earth station equipment a prime consideration of electronic manufacturers.

Flying Tiger Line, which daily hauls tons of various electronics nationally and internationally, says Scientific-Atlanta, Inc. is exemplary among air-

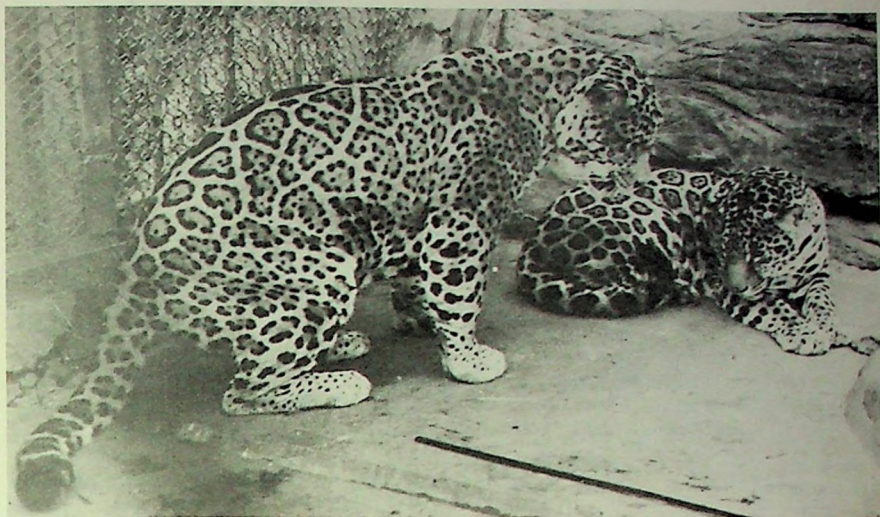
freight users in the communications field. The Atlanta-based company not only produces satellite ground stations and related equipment, but also is a major supplier of cable television and home communications equipment. The company expects to top \$100 million in 1979 sales — more than doubling sales of four years ago.

According to Rolan Stoker, Scientific-Atlanta's international sales manager, air has become the standard shipping mode, not only because faster delivery is desired, but also because airfreight presents less hazard.

"Only our largest antennas are now shipped by ocean," he said, "because the potential damage of movement dictates air."

Mr. Stoker also points out the economy of packing for air shipment. "It's less complicated than packing for ocean due to difference in loading and unloading conditions and less loss. The weight and strength requirements for the package are less since slings and hooks are not normally used," he said.

Because some Scientific-Atlanta products, especially antennas, have large and unusual dimensions, the company is concerned about availability of aircraft to accommodate its loads. In most cases, Flying Tigers' stretched DC-8s serving Atlanta's Hartsfield International Airport satisfy this need.



Tigers? — Two "American Tigers" — or jaguars — donated by Flying Tigers to the Municipal Taipei Zoological Garden, Taiwan, rest in their new Asian home following their flight from the U.S.

Tigers Gives "Tigers" to Taiwan

It was well after midnight as the night operations shift at Flying Tigers' terminal in Taiwan anxiously awaited flight 074-78 from Hong Kong last November 29. Their concern: Two special passengers due in Taipei for an event the following day.

The "passengers" were "American tigers" — jaguars — being shipped from the U.S. to Taiwan for presentation by the airline to the Taipei City Zoo. The animals were traveling directly from Dallas-Fort Worth to Taiwan, where Flying Tigers President Tom Grojean would make the official presentation.

Reposing calmly inside comfortable "accommodations" on board the aircraft despite the warnings "Live and Dangerous" taped to their cages, the animals arrived in excellent condition, were unloaded, fed and transferred to their new home in Taipei to await the following day's presentation ceremony.

The donation of the two American tigers, as jaguars are called in Taiwan, was in commemoration of Flying Tigers' ten-year anniversary of transpacific service. In addition to the ceremonies at the zoo, President Grojean, accompanied by Vice President-Asia Paul Stokes and General Manager-Taiwan Al Hicks, called on Taipei City Mayor Lee Teng-hui and presented a commemorative plaque in honor of the occasion. In return, the mayor presented Grojean with the Key to the City of Taipei.

The animals — the first American cats to live in the Taipei Zoo, according to the zoo's director — are expected to generate a positive public awareness of Flying Tigers in the Republic of China now and in years to come, Hicks commented.

"We are very happy to receive the American tigers from Flying Tigers. The Chinese people regard this as a sign of friendship between the United States and the Republic of China," said Wang Kuan-Ping, director of the

(Continued on Next Page.)



Science by Air — Mike Bourke, above left, account executive for Flying Tigers in Atlanta, points out highlights of the airline's Atlanta service to Rolan Stoker, international sales manager for Scientific-Atlanta, Inc., manufacturers of space communications equipment and confirmed users of airfreight.



"Thank you, Flying Tigers, for our new American Tigers," was the message on a banner strung in front of the jaguars' compound for the official presentation ceremonies. Pictured at the event are, above, l-r, GM-Taiwan Al Hicks; President Tom Grojean; Rose Stokes and her husband Paul Stokes, VP-Asia; Richard Luck of International Animal Exchange; and Dr. Kang Tieh Tung, zoo veterinarian.

(Continued from Preceding Page.)

Municipal Taipei Zoological Garden — the zoo's official name.

The male jaguar came from the Knoxville Zoological Garden in Tennessee, and the female from the Cheyenne Mountain Zoological Park in Colorado Springs, Colorado. Arrangements for the acquisition and handling of the animals were coordinated through International Animal Exchange.

The jaguar — *Panthera Onca* — is the largest animal of the American cats, weighing up to 300 pounds. Once quite common, the animal has been pushed to the edge of extinction by hunters seeking both its beautiful fur and its extraction as a threat to cattle herds.

The pair's new home has an outstanding history, spanning 64 years. It presently houses more than 1,100 animals and plans for significant expansion are underway.



In SIN — SFOers Bob Jenkins, above left, and Mike Miami at "San Francisco Night" event in Singapore.

"San Francisco Night" in Singapore

Two San Francisco Tigers traveled to the Far East recently to meet more than 60 top airfreight executives in Singapore who had turned out for Flying Tigers' "San Francisco Night" cocktail party and presentation.

Bob Jenkins, marketing manager, and Mike Miami, account executive in San Francisco, made an impressive audio-visual slide presentation focusing on the facilities and services available in the San Francisco area to customers of Flying Tigers. The two SFO representatives then met personally with the guests and answered questions about the airline's Asia/West Coast service. The event was held in Singapore's Marco Polo Hotel.

"The evening was designed to show valued customers the type of services they can expect to receive for their freight on the other end of the shipment process," said Sebastian Tan, Flying Tigers' manager for Southeast Asia.

Accompanied by Tan, Jenkins and Miami then traveled north to Penang in Malaysia where they made a similar presentation.

FAA Honors for Captain Petrick

There has been yet another well-deserved honor for Captain Dick Petrick recently — this time the prestigious Administrator's Distinguished Service Medal and Award from the Federal Aviation Administration — presented in recognition of Captain Petrick's "skill, courage and alertness in averting a potentially dangerous collision at Chicago's O'Hare International Airport."

The medal and certificate were presented to the Flying Tigers captain by FAA Western Region Director Leon C. Daugherty at a meeting of the Aviation/Space Writers Association on the tenth floor of the airline's Robert W. Prescott world headquarters building in Los Angeles.

The award certificate accompanying the medal read as follows:

"In recognition of his highly skilled airmanship in avoiding a potentially disastrous collision between his B747 and a 727 taxiing for takeoff while making a nighttime approach in overcast weather at O'Hare International Airport, he expertly maneuvered his aircraft which saved the lives of the 115 passengers aboard that aircraft. His prompt analysis, skill and alertness merit the recognition of all who fly."

The incident occurred when the passenger-laden 727 was cleared to cross the same runway that the Flying Tigers B747 was landing on in low visibility conditions. When Captain Petrick spotted the other aircraft, he swerved to the right, leaving the runway and slamming into a snowbank to avoid the collision.

Petrick has received a number of honors — including the airline's first Robert W. Prescott Memorial Award — for his handling of the near collision. Petrick is based in San Francisco, and has been with the airline more than 26 years.



FAA honors — Captain Dick Petrick, above right, with his wife Maggie, receives Administrator's Distinguished Service Medal from FAA Western Region Director Leon Daugherty.



Flying Tigers in Macau — One of four airline-sponsored race cars, with Flying Tigers/Dunhill American drivers in the background, awaits the start of the race.

Another Crack at Macau

Flying Tigers, customers and friends of the airline ventured forth to Macau near Hong Kong again last November to witness the 26th running of the Macau Grand Prix motorcar race and root for four Flying Tigers-sponsored cars entered in the event.

The airline, which the year before placed third and fifth, has participated in the popular racing event for the past several years, starting with sponsorship of Flying Tigers Maintenance Representative Grant Swartz who was racing his own formula car on the Asian circuit at the time.

This year the airline was joined by Dunhill Cigarette Division to field a team of professional drivers from the United States driving British-made Ralt formula cars.

Members of the Flying Tigers party — more than 200 strong — arrived in Macau by jetfoil and hydrofoil from Hong Kong on a Friday afternoon and enjoyed a full weekend of racing and social events.

Unfortunately the enthusiastic crowd did not enjoy the taste of victory as the Flying Tigers-Dunhill American team entries suffered mechanical difficulties — along with last year's first-place winner — and had to drop out of the race.

The rooters were not without inspiration, however, as two Flying Tigers-Dunhill drivers held the lead for a time and another was in second place before the various breakdowns took them out of the competition.

Macau is located some 40 miles across the Pearl Estuary from Hong Kong. The 40-lap race is run along a 3.8-mile course through the streets of the small province, where some 50,000 racing fans convene to cheer on the cars. The weekend event also includes motorcycle races and a Guia 100 race, in which driver Francis Chueng also raced under Flying Tigers/Dunhill colors.

More Relief for Stricken Cambodia

On Christmas Day, another plane-load of relief goods bound for Phnom Penh, Cambodia left Los Angeles International Airport on board a Flying Tigers stretched DC-8 jetfreighter.

It was the second mercy flight operated from the United States directly to Cambodia in a little more than a month. The first one, also employing a chartered Flying Tigers jetfreighter, left Los Angeles on Thanksgiving Day (*Tigereview*, December 1979). Both flights have been sponsored by Operation California, a private concern organized by two Los Angeles men to provide the first — and to date only — direct U.S. aid to the starving population of Cambodia. Official U.S. support continues to be channeled through international relief organizations.

Under the theme "Because We Care", stenciled inside the airline's big cargo door, some 80,000 pounds of donated emergency relief supplies — including much needed baby formula and medical provisions — valued in excess of \$1.5 million were loaded on board the aircraft. Some of the fuel for the flight was donated by Shell Oil, and Flying Tigers arranged a reduced rate. The cost was covered entirely by private donations.

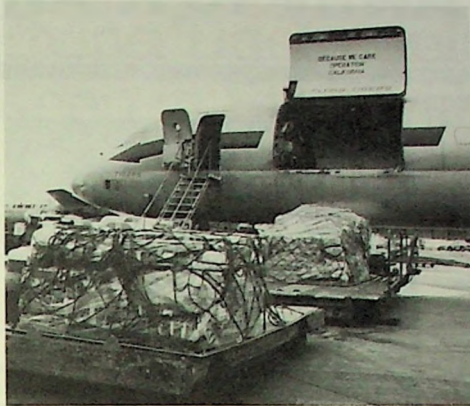
Seeing the flight off was California Governor Jerry Brown, who was also on hand for the Thanksgiving departure, and a group of Southeast Asians including a Buddhist priest who conducted a short prayer session.

Operation California organizer Llew Werner and several others accompanied the freight to Cambodia along with Charter Operations Supervisors Ted Schmidt and Leroy Brown, and Maintenance Representative Frank Riggans.

Operation California organizers Werner and Richard Walden, a Los Angeles attorney, are working to raise funds for more direct relief flights, and in support of this goal have staged a celebrity benefit concert in Los Angeles.



Operation California logo — "Because We Care."



Relief goods are loaded on board DC-8 at LAX, **above left**, on Christmas Day. Members of Los Angeles' Southeast Asian community, including the man pictured **above right**, helped label and organize goods the week before the Christmas flight.



Flying Tigers crew — Charter Operations Supervisors LeRoy Brown and Ted Schmidt, **above left, l-r**, accompanied the relief flight to Cambodia. **Above right, l-r**, Second Officer Robert Duncan, Captain John Hess and First Officer Joe Osborne took the flight out of Los Angeles.



A Buddhist priest led organizers and bystanders in prayer before the flight departed.

Do you have an item from "around the system" for publication in *Tigereview*? Our "Around the System" section highlights short-feature items and photo/captions covering company events and employees in job-related activities. Potential items for this section should be directed to *Tigereview*, HO1.

How To Get Away To It All

Two from Caesar: Monte Carlo/Paris; Rome/Sorrento/Capri

• This spring interliners can visit Monte Carlo *plus* Paris on the new Monte Carlo/Paris vacation from Caesar Hotels. Departures for the nine-day trip are available via Aeromexico from Miami, beginning April 9 and running through June 25, 1980.

In addition to its own beautiful beaches and famous gambling casino, Monte Carlo is the perfect location for exploration of the Riviera. It is only a short distance from the shops in Cannes, the Croisette of Nice, the perfume factories of Grasse and the famous beaches of St. Tropez.

From Monte Carlo, interliners will visit Paris, with its glamorous shopping, elegant cuisine and sophisticated nightlife. Sightseeing includes the Eiffel Tower, Notre Dame, the Arc de Triomphe and other historic points. Your Caesar host will be delighted to make special arrangements for optional sightseeing.

The new Monte Carlo/Paris vacation is priced at \$439 per person, double occupancy including round trip airfare, hotels with bath, sightseeing, some meals, services of a Caesar host/hostess, all transfers and breakfast daily.

• Weekly departures of the popular Rome/Sorrento/Capri vacation will begin March 21 and continue through June 27, 1980. Interline airfare is via Pan Am from New York.

In Rome, interliners will enjoy a modern, cosmopolitan capital set among well preserved monuments from the past. Escorted sightseeing will include the Pantheon, the Colosseum and the Trevi Fountain. A trip to Rome is not complete without a visit to Vatican City. The Hotel Michelangelo (your Caesar hotel in Rome) is walking distance from the Vatican City walls making it easy to explore the rich splendor of St. Peter's Basilica and the treasures of the Vatican Museum.

Interliners will travel to Naples by Caesar's deluxe motorcoach. From Naples the group will continue to Sorrento by boat stopping in Capri to see the beautiful Blue Grotto. Located very close to Sorrento are the ruins of Pompeii, and Caesar has included a sightseeing tour of this city covered by lava in 79 A.D.

Priced at \$369 per person, double occupancy, the Rome/Sorrento/Capri



vacation includes round trip airfare, hotels with bath, sightseeing, breakfast daily, services of a Caesar host, some meals, welcome cocktail and full transfers.

Employees (spouses and dependents) and retirees are eligible for both tours. Parents are eligible for the land portions.

For further information on these and other Caesar Hotels Interline Vacations contact: Caesar Hotels, 7730 Forsyth Blvd., St. Louis, MO 63105. Telephone: (314) 727-1503.

World-Wide Offers Yugoslavia

World-Wide Interline Tours is again operating its nine-day tour to Yugoslavia, with departures in March, April, May, October and November.

This tour offers round trip airfare from New York, first-class hotels, breakfast and dinner daily, transfers, and sightseeing. You visit Bled, the lake region of Plitvice, Split, Dubrovnik and Belgrade. Spend one day in three countries as you motor from Bled to Klagenfurt in Austria, then on to Tarvisio, Italy and return to Bled. You will also visit the ancient Turkish city of Mostar with its famous mosques, marketplace and 16th century stone bridge.

The cost of this tour varies from \$498 to \$525 per person double occupancy, depending on departure dates. Single supplement is \$60. Parents and retirees add \$20 per person.

For reservations or additional information, contact World-Wide Interline Tours, Box 28034, Atlanta, GA 30328. Telephone: (404) 255-5669.

Tomodachi Fare From JAL

There's still time to take advantage of Japan Air Lines' Tomodachi (Friend) Service Charge Fare to Tokyo, being offered to full-time airline employees based in North, Central or South America, including spouses and dependent children under 21. (Parents and retirees are not eligible.)

The Fare, offered for the second year, will be in effect through March 31. This year's program introduces optional extensions to Bangkok or Singapore which can be purchased in conjunction with the fare to Tokyo.

The round trip fare to Tokyo is \$107 from New York, Los Angeles, San Francisco, Vancouver and Mexico City; and \$87 from Anchorage and Honolulu. Any departure taxes are additional. The TYO/SIN/TYO extension, restricted to JAL's flights 711 and 712, is \$65 and TYO/BKK/TYO is \$58. Employees, spouse, children and infants are subject to the same charge(s).

Travel is on a positive space, economy class basis Monday through Thursday, and subject to load Friday, Saturday and Sunday except TYO/BKK/TYO, which is positive space only on JL717 Tuesday and JL718 Monday and Wednesday.

Travel must be completed by March 31, 1980. There will be no refund for partially used tickets, though normal refund will be made on those tickets totally unused.

For interliners requiring hotel accommodations in Tokyo, JAL Hotel System in NYC will accept reservations. They will also accept reservation requests for hotels in Bangkok and Singapore, and may be reached by calling (800) 221-4862.

To apply for the Tomodachi Fare, employees should supply airline employment verification letters with applicable service charge and tax to a JAL ticket office at least two weeks prior to departure date.



Beautiful Bangkok: Add it to your JAL Tomodachi Fare.

Get Away . . . In Style!

Discounts of at least 50 percent off retail rates on mink and other fur coats are being offered to airline employees, their spouses, children, parents and retirees now through May 13, 1980, by Samuel Braun, Inc. in New York.

These discounts are made available to any airline employee and eligible family member who calls Samuel Braun, Inc. at (212) 736-8137 to arrange an appointment, according to Airfair interline organization. Samuel Braun is located at 330 Seventh Avenue in New York City.

An airline I.D. card or letter of identification is required to gain admission to the manufacturer's showroom. Prices may be compared to comparable coats in retail outlets.

Special Offer for ASU Travel Guide

The *ASU Travel Guide*, providing discount travel information for interliners, is again offering its special "break-even" subscription program giving airline employees a 50 percent savings on a full-year subscription and a \$15.00 discount certificate redeemable with any of five major interline tour operators.

"The value of this tour discount bonus is equal to the full cost of your annual subscription at the special half-price rate," said Ron Folkenflik of *ASU Travel Guide*. "In essence, the bonus (voucher) provides the equivalent of getting your subscription to the *Guide* for free."

The half-price subscription rate of \$15.00 for four quarterly directories represents a savings of \$3.75 per issue off the cover price of the *Guide*. Tour discount vouchers will be valid through June 30, 1980.

Each issue of the *ASU Travel Guide* provides hundreds of discount listings for hotel and motel accommodations, airfares, interline tours, rentals of cars and recreational vehicles, cruises, resorts and more — all conveniently indexed by geographical region.

Employees can reserve their half-price subscription and \$15.00 tour voucher by mailing a check or money order for \$15.00 to: **ASU Travel Guide Bonus Offer, 1335 Columbus Avenue, San Francisco, CA 94133.** Orders can be charged to Visa or Master Charge by including your account number and expiration date. Master Charge and Visa cardholders can also subscribe by calling, toll-free, 800-538-9788 (within California, dial 800-662-9238). Operators will accept credit card orders 24 hours a day, seven days a week.

For more information on these and other interline programs contact Employee Benefits or your Benefits Coordinator.

Airfreight Fashions

Flying Tigers Helps Anchorage Keep in Step with Styles

Every morning, Doris Kadish checks the inventory in her clothing boutique, noting items that have sold the previous day and must be reordered. As the day progresses, she spends time with sales personnel and clients, guiding them on the latest developments in the ever-changing fashion industry.

Routine duties, one would say, for a shopowner in New York, Beverly Hills or Chicago; but Mrs. Kadish happens to operate three contemporary women's clothing stores in Anchorage, Alaska. "People are always a little surprised on the phone when orders are placed for my stores in Anchorage," she said. "The attitude is, 'Well, it's Alaska, and when it gets there, it gets there'. Believe me, this is not the case. That's why we depend on airfreight to get goods to us in a timely manner."

Mrs. Kadish noted that Anchorage shoppers are just as fashion conscious as shoppers in other American cities. Alaskan teenagers, for example, pick up on the latest fads just as other teenagers do when it comes to clothing. To keep pace with changing styles, she relies on the regularly scheduled jetfreighter service of Flying Tiger Line.

"Being geographically isolated from the 'lower 48 states', local residents order many of their goods through

catalogs. But with Flying Tigers, shipments to our stores arrive from the East Coast in a few days, and in some cases overnight," she said.

"We do not accept shipments that arrive via surface transportation. If it takes six weeks to get here, then the garment will be out of style. Our customers depend on us to keep our stock current."

Mrs. Kadish and her husband Moe moved to Anchorage 11 years ago following many years in the retail business in Phoenix and Los Angeles. They named their new company "Jasper's" because to them "it sounded like the far north." When its doors opened in 1968, "Jasper's" was the first store in Anchorage to ship exclusively by air.

Mrs. Kadish works closely with Mike Scofield, Flying Tigers manager of terminal sales, who coordinates the two or three shipments a week. The latest fashions depart the airline's terminal in New York on a scheduled Flying Tigers jetfreight for Anchorage. Upon arrival in Alaska, the items are quickly loaded on a truck for direct delivery to the store.

"It's great having someone I can talk to regarding my shipments," Mrs. Kadish said. "My daughter, Barbara Michaels, who lives in Los Angeles, is also involved in ordering for us — and Mike coordinates it all."

Fashions at "Jasper's" range from lingerie and robes to sportswear and evening gowns. Mrs. Kadish also carries a wide assortment of accessories like hats, belts and purses. To match Alaska's cold winters, she has a varied selection of heavy coats — some with price tags of \$400 and \$500. Last year, revenue from the Kadish stores approached \$2 million.

Though most garments at "Jasper's" are high-quality "moderate to better" fashions, Mrs. Kadish often features luxury items, not usually available to Alaska shoppers.

"Christmas a year ago, I had eight elegant peignoir sets for sale at \$375 each. To my surprise, they all sold right away. This Christmas, I stocked more!

"We strive for a personal rapport with our customers. 'Jasper's' is one of the few stores around that will take time for special orders," she said. "Very often, we will take a special order for a coat or dress. Thanks to the speed of airfreight, we can get it usually in a week. Our customers appreciate the extra care we give them."



Fashionable freight — Doris Kadish, above right, owner of "Jasper's" clothing concern in Anchorage, Alaska, shows off some of her recent fashion arrivals to Mike Scofield, Flying Tigers terminal sales manager-ANC. Mrs. Kadish relies on airfreight to keep her stock in style.



Do you have a question or comment or a letter you've received from someone outside the airline, that you think deserves recognition? Send it to The Mail sack, c/o Public Relations, HDQ-HO1. All correspondence must be signed; names will be withheld upon request.

From the FAA

• I would like to take this opportunity to express the sincere appreciation of all Federal Aviation Administration (FAA) Civil Aviation Security managers and supervisors who completed a hazardous materials class at the Flying Tiger Line corporate headquarters in December.

Specifically, we would like to commend Mr. Armand Arias, senior administrator/terminal safety, who provided instruction. His manner of instruction, knowledge of hazardous materials and professionalism in general was most impressive. We also understand Mr. Arias expended considerable effort to condense a five-day course into a special three-day program, yet manage to cover all facets of the course normally taught. Our personal thanks for his outstanding instruction.

Jay R. Adsen
Chief, Air Transportation
Security Division
Federal Aviation Administration
Western Region

Customers Say Thanks

• I wrote once this fall concerning the service we have received from your airline — and from one individual in particular.

Mr. Tom Leverenz (senior operations supervisor) in Chicago has really bent over backwards to right some of the wrongs we have experienced dealing with the various airlines, and he has really been successful.

We just want to let you know that as long as you have employees who are like Tom, we will continue to deal with your airline. In fact, we are sending all

our shipments through you now — and you have Tom to thank for that.

Even in the rare instance that papers are lost on a shipment, etc., Tom can solve the problem in Philadelphia from his desk in Chicago. Please see that he receives our thanks and show him that you are glad to have someone as efficient, capable and sincerely devoted to customer service as he is.

Melody L. Morgan
Administrative Assistant
Brillen International Optical, Inc.
Oneonta, New York

• Our company is involved with Northrop Corporation, Hawthorne, California, in a joint production of the Navy F-18 fighter aircraft. Frequently it is necessary to expedite production parts from Northrop to McDonnell Douglas, as was the case during the weekend of December 8, 1979. Two shipments of critical aircraft parts had to be expedited, as the criticality required next-day arrival in St. Louis. Dimension and weight did not allow movement on a direct flight from Los Angeles to St. Louis. Flying Tigers, through coordination with your St. Louis service staff, i.e., John Edwards and Linda Filby, was able to move both shipments via connecting flights in Chicago meeting our production requirements.

This type service is indicative of the response McDonnell Douglas receives from the St. Louis staff. We sincerely appreciate the efforts of your local people, as well as your staff in Los Angeles and Chicago in providing the services McDonnell Douglas requires.

E.H. Goris
Supervisor, Traffic
McDonnell Douglas Corporation
St. Louis, Missouri

• On Tuesday, November 13, 1979, I came back to my office to find 25 pieces of "Milwaukee" that could not get into the Chicago container. It was very important that these 25 cartons move to meet the other freight shipped, because it was a total distribution, and these cartons were part of different lots to be delivered.

I called Frank Dantone (customer service supervisor) and John Burke (chief operations supervisor) at JFK to help me expedite this freight. They said that as long as the freight was there (at the airport) by 12:00 midnight, they would be able to move it. It was then approximately 11:15 p.m. I proceeded to load my truck and found that I had not 25, but 73 pieces at 2300 lbs! My man left here by 11:30 p.m. and was at the airport by 12:00. He called me to tell me that he broke down in front of the Flying Tiger Terminal and could not get the truck started.

I called Frank and John for help. They quickly responded and sent a crew of men to aid my driver in off-loading the truck. These men must be commended! I feel that they went out of

their way to help one of your good customers, and I am deeply grateful.

Last, but not least, that same evening, I gave Flying Tigers four "A" containers to Los Angeles. The truck arrived ten minutes before flight departure. Again, we were accommodated and our freight was dispatched.

It is this kind of extraordinary service that keeps Flying Tigers and Bor-Air ahead in the industry. I hope that in the future we will work as closely and that the example set by these two men, Frank Dantone and John Burke, will be an inspiration for your organization in good customer relations.

Barry Bohrer
President
Bor-Air Freight Co., Inc.
New York, New York

• Of all the people who helped us on our (concert) tour, I think Connie Shulman (customer service-Chicago) deserves the greatest thanks. Her knowledgeable advice and willing assistance in preparation for our shipment out of Chicago enabled us to accomplish a transfer we feared was impossible, and I am grateful for her patience throughout the period prior to our flight. We were made to feel that our instruments and equipment were in the best of hands, and I understand that our people received really exceptional cooperation from Connie and the crew of flight #447.

We also received very good service from Chicago Haulage, and I thank you for contracting this on our behalf. Unfortunately, however, a severe lack of cooperation on the part of another transport company in Texas put our Austin performance in jeopardy. Despite the many messages relayed to Houston by your office, the particular company's truck was not standing by on arrival, and only appeared half an hour after the flight had been completely unloaded. The driver then left the box and drove away in the cab, so that there was a further delay when the truck was loaded. After finally setting off, he managed to reach Austin one and a half hours later than his own dispatcher expected him, and came to the hall at 7:23 p.m. for a 4:00 p.m. load-in.

The concert did begin on time, thanks to heroic efforts on the part of many; but the musicians barely had time to dress and were unable to warm up their instruments. I trouble you with the details of this problem, because after Connie and her colleagues did so much to ensure a successful transfer for us, I thought they would be interested in knowing that all our efforts could have been — were nearly — spoiled by those less concerned.

Phyllis Elliott
Executive Assistant
Los Angeles Philharmonic
Association
Los Angeles, California

During the weeks of December 10 and December 17, Millipore enjoyed a particularly pleasant and satisfying series of excellent service performances by Flying Tiger Line — albeit, a remarkable performance.

We had a number of very large, critically urgent shipments originating from our subsidiary in Cidra, Puerto Rico for delivery to us in Bedford, Massachusetts. Despite large backlogs in San Juan, Messrs. Gil Garcia (chief operations supervisor) and Lenny Fronzak (terminal manager) there responded in a very positive manner to our problems, and every shipment moved out of SJU to JFK on the same day without fail — even though the shipments were very large (for example, one shipment consisted of 31 "D" containers).

I have personally visited your facilities at JFK and, like all of JFK, it can be nightmarish there! Despite my real fears, I must, in all fairness, state that the personal service given and verbal commitments made and kept by Messrs. Sal Delucca (sales trainee) and Tony Avella (manager-terminal sales) at JFK were remarkable and laudatory.

The sterling performance in all of these happenings, however, was that of Ms. Mary Wingate, one of your customer service representatives at JFK. Mary went far beyond the call of normal expected duty; she monitored and guided each shipment through the JFK "maze" with astonishing perfection and utmost speed, even updating me in the late evenings by telephoning me at home. Mary radiated complete trust, truthfulness, and confidence.

I would like also to commend Mr. Ed Hutchinson (account executive-Boston) for his personal intercession into your severe JFK-SJU southbound backlog problem. His fine efforts three weeks ago permitted us to get two pallet positions of raw material to our Puerto Rican plant, which avoided a possible layoff of personnel for lack of work.

Lastly, I would like to thank you for having the wisdom to jump into the Puerto Rican market. You are filling what was a vast under-capacity gap in service. If you can do for competition across the North Atlantic what you have done in Puerto Rico... well, I can hardly wait!

For your benefit, I must note that the above compliments to your personnel should not be taken lightly. Those who know me do know that I do not generally hand out compliments. I expect good service from carriers and do not as a rule pay compliments; conversely, I am quick to criticize carriers for bad service. In addition, I am not verbose. The length of this letter, therefore, is (but not intended to be) a compliment in itself.

Ronald C. Berthiaume
Corporate Traffic Manager
Millipore Corporation
Bedford Massachusetts

Flying Tigers System Timetable



EFFECTIVE JANUARY 4, 1980

All schedules are subject to change without notice.

| Origin | Destination | Flight No. | Aircraft | Day | Time |
|----------------|-------------|------------|----------|---------|---------|
| MILWAUKEE | CHICAGO | 0630 | DC-8 | MTWTFSS | 07:00-1 |
| BOSTON | CHICAGO | 0700-1 | B747 | MTWTFSS | 08:10 |
| CINCINNATI | CHICAGO | 0830 | B747 | MTWTFSS | 09:10 |
| CLEVELAND | CHICAGO | 0900 | B747 | MTWTFSS | 10:00 |
| DALLAS | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| WORTH | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| YONG BEI | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| LOS ANGELES | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| CITY | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| EL PASO | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
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| ST. LOUIS | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| KANSAS CITY | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| COLO SPRINGS | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| DENVER | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| PHOENIX | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| SALT LAKE CITY | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| PORTLAND | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| SEASIDE | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| ST. PAUL | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| MINNEAPOLIS | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| DETROIT | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| HARTFORD | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| HONG KONG | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| LOS ANGELES | CHICAGO | 0930 | B747 | MTWTFSS | 10:30 |
| MILWAUKEE | CHICAGO | 0930 | B747 | MTWTFSS | |

From the Corporation

Tiger Names VP-Government Relations

Jack Reiter has been named vice president-government relations for Tiger International in Washington, D.C. He will also represent Flying Tiger Line, replacing Frank Sanders, whose services were divided between Flying Tigers and the Signal Companies.

Reiter will be responsible for establishing and maintaining relations with members of Congress, representatives of industry and business and others associated with the legislative process affecting aviation and motor transport carriage. He will also be responsible for monitoring the introduction and progress of new laws and regulations affecting the business of any of the operating companies of Tiger.

"This is a new position at Tiger International and will encompass all of the Tiger companies," said Chairman Wayne Hoffman. "Jack's outstanding background in government affairs and in-depth experience working with the White House, Congress and various government regulatory agencies will be of great value to the entire company."

Reiter, 59, served as counsel to the law firm of Zuckert, Scutt and Rasenberger during 1979. Prior to that time, he was vice president-government af-

fairs and a director of World Airways, Inc. from 1968 to 1979.

Reiter received his degree from American University Law School, Washington, D.C., and is a member of the Virginia and Federal Bar Associations.

Shareholders Say Yes

Tiger International Chairman Wayne M. Hoffman and John N. Hall, Chairman of Hall's Motor Transit Company, announced that at a special shareholders' meeting of Hall's, held December 27, the Hall's shareholders approved the plan of merger between Hall's and Tiger International.

A total of 1,597,177 shares were voted, 81.36 percent of the total 1,963,070 Hall's shares outstanding. 1,594,153 shares, or 99.8 percent of shares voting, were cast for the merger.

Hall's shareholders had the option of receiving Tiger shares or \$23 cash in exchange for their shares. Elections for cash were received from holders of 419,389 Hall's shares by the cut-off date of December 26.

At press time, *Tigerreview* learned that Hall's Motor Transit Company had just become a wholly owned subsidiary of Tiger International.

Honolulu

(Continued from Page 1.)

aircraft — such as horses and cattle, certain chemicals and large pieces of machinery," Emerson remarked.

He said that Flying Tigers rates are competitive with existing rates, and that the airline is offering a half-price bulk freight "Kamaina" rate on Thursdays and Fridays between Honolulu and the Mainland.

The new service is being developed in cooperation with Air Cargo Enterprises, Honolulu, who will handle Flying Tigers at Honolulu International Airport and arrange for the inter-island movement of cargo.

Deregulation of the air cargo industry in 1978 permits Flying Tigers to initiate service to Hawaii without having to obtain permission from the Civil Aeronautics Board.

Management Moves

(Continued from Page 1.)

International last year, has been named president of Purolator Courier Corp., based on the East Coast.

In his new position, Healy will be responsible for all of Purolator's North American courier operations. The company operates 3,700 vans and trucks, leases 84 aircraft and employs more than 10,000 people in its North American courier service, and is the largest

operating unit within Purolator, Inc.

Healy ends a Flying Tigers career spanning more than 30 years. Flying Tigers join in wishing him well in his new position.



Gelfand

Healy

Record Load

Flying Tigers' newest B747-200 jetfreighter set a company record recently when it left Anchorage, Alaska enroute to Narita International Airport in Japan with a cabinload of 237,800 pounds. The cargo was livestock on its way to Okinawa.

TIGERS TRAINING



January - June
1980

New Catalog Outlines Training Courses

Flying Tigers offers a number of training courses for its employees designed to enable them to improve their skills in various job-related areas. A new, comprehensive catalog of all available courses has been developed and distributed throughout the system to better encourage and assist employees in selecting courses appropriate to their professional development.

The booklet combines schedules from the airline's various training departments into an easy-to-read directory covering courses being offered from now through June of this year.

A "snap-out" planning calendar has been included to allow interested employees to establish early in the year a systematic plan for their professional development. Those areas highlighted in the directory are:

- Terminal Training, headed by Don Ashbrook and Neil Brooksby;
- Personnel and Organization Development, with Mark Spitzer;
- Hazardous Materials Training, with Ken Snow;
- KIAC Training, offered by Earl Hobbs; and
- Sales and Services, headed by Jerry Angel and Mary Donovan.

These areas include courses of interest to employees in terminal operations, customer service, sales and administrative and supervisory positions. In addition, a number of special workshops are potentially of value to all employees.

Copies of the booklet have been sent to all management personnel. Employees interested in finding out what's available should contact their supervisors.

The new "Tigers Training" listing was developed by the Terminal Training group, including Supervisor Neil Brooksby and Terminal Training Coordinators John Jordan, Lenore Samela and Tom Venza.

Flying Tigers After Hours

Drury Tells About his 'Secret War'

It's been called "gripping and emotional." U.S. Senator Barry Goldwater described it as a book that "tells more about the thinking processes of the men who fought in Vietnam than anything published before." Ernest K. Gann, author of *The High and the Mighty* and *Fate is the Hunter*, recommends it "heartily" for any flying man or woman.

It's *My Secret War*, and it was written by Flying Tigers pilot Richard S. Drury against the backdrop of the Indochina war.

My Secret War, published last year by Aero Publishers, Inc. and recently named the feature selection of the Jap-

Richard Drury's My Secret War is an airman's great and true flying adventure written for airmen who know both friendly and hostile skies. Drury takes us backstage in a real and very ugly war where both heroism and cowardice were displayed without embroidery or sentiment. My Secret War holds an honored place in my library, and I most heartily recommend it for any flying man or woman.

— Ernest K. Gann
author of *Fate is the Hunter*
and *The High and the Mighty*

pesen Aviation Book Club, is the true story of a man's dedication to aviation, his wartime flying experiences and his

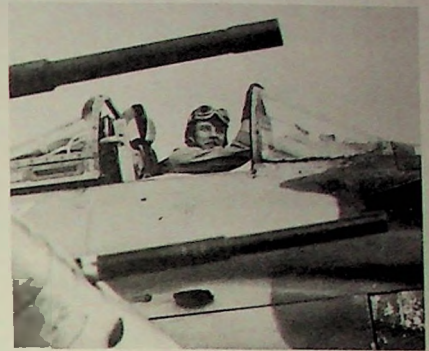
love affair with a magnificent flying machine — the A-1 Skyraider.

"It's a very personal story, a narrative that flows like the hot rain that kept the jungle green, and the Mekong River that divided the 'friendlies' from the 'bad guys'. It is a razor-edged treatment of war as seen through the gun-sight rather than through the newspaper." That's what Aero says about its recent release, and the publisher's enthusiasm for the book is mirrored in countless reviews. Phenomenal, engaging, spell-binding, fast-paced yet richly detailed — are just some of the words used to describe Rick Drury's first full-length book.

Drury, a Flying Tigers pilot since 1973, has been putting his thoughts down on paper for many years, and has had a number of aviation articles published including one about Flying Tigers called "Night Freighter to Newark."

My Secret War is more than Drury's journal of what it felt like flying in combat, and more than an engaging, finely wrought reflection of one man's feelings. *My Secret War* is a testimony to pilot Drury's talents on paper as well as at the controls of an aircraft.

Jump in the cockpit with him. Find out what it was like to fly through a tropical rainstorm, "jolted by the hand of a mad wind," propeller surging, rain coming through the cockpit. Go on a night bomb run, into "the depths of a



Rick Drury in the cockpit after his last A-1 flight, May 6, 1970. "I would miss the airplane but not the anti-aircraft gunners," he wrote.

valley as black as could be." Share the terror, joy, boredom and exultation of flying a single-engine, propeller-driven combat airplane — the way it was built to be flown.

Most of all, join all Flying Tigers in congratulating our applauded pilot author on his most recent success.

This is the first book I have ever seen that actually takes the reader into the cockpit of a plane engaged in combat and tells him precisely what the pilot is doing and thinking. Not only does the reader have a chance to share the pilot's mechanical problems, but also his motions and his fears and his hopes. I feel this book tells more about the thinking processes of the men who fought in Vietnam than anything published before this.

— Barry Goldwater
United States Senate

Rick Drury hadn't even reached his teens when he "slipped the surly bonds of earth" — as one famous poem puts it — and got into the air. He soloed a sailplane at age 14 and powerplanes at age 16, and has flown ever since — everything from sailplanes to jet-freighters, bombers to transports.

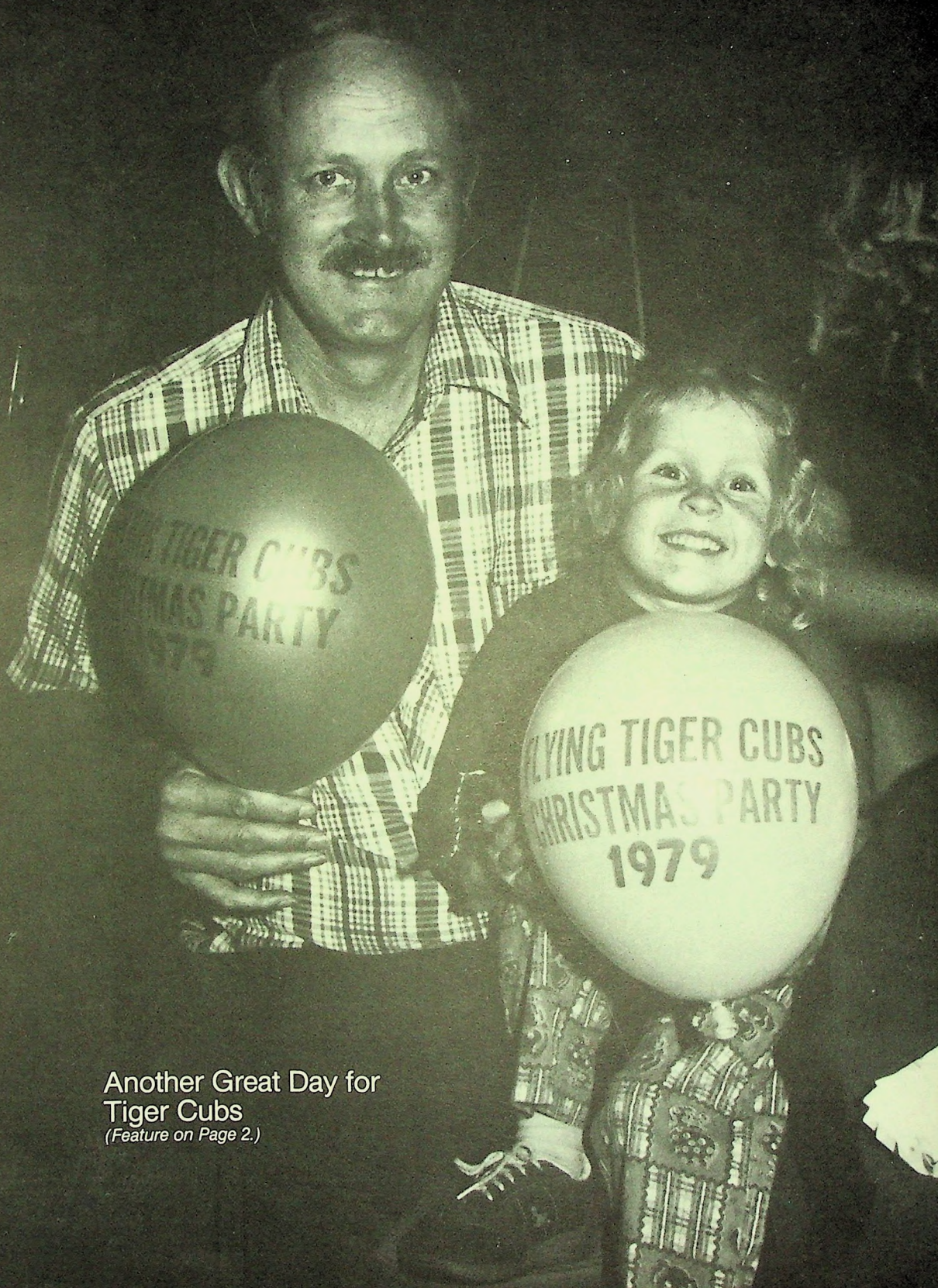
A distinguished Military Graduate from the University of Southern California, Drury joined the U.S. Air Force and as a combat pilot was awarded the Silver Star, four Distinguished Flying Crosses and nineteen Air Medals.

He is also an avid model airplane builder, a Civil Air Patrol search and rescue pilot, Air National Guard pilot and airshow performer in his North American T-6.

My Secret War. Aero Publishers, Inc. Autographed first editions available from Flightline, P.O. Box 30044, Santa Barbara, CA 93105. Hard cover, \$9.95.



Drury gets ready to climb aboard an A-1H Skyraider for a rescue mission... circa 1969.



Another Great Day for
Tiger Cubs
(Feature on Page 2.)