

TIGER REVIEW



Volume 9

Burbank, California, November, 1954

Number 2



PETE SUTHERLAND, ALLEN WAUGH, JOSEPH DERENZO —Dandele! Photo

Half the Cost of a Cadillac, Twice the Size of a Mink

The fierce little critters in the photo above may look like common sewer rats to you, but some people pay as much as \$2000 dollars for a coat made of these animals. The real name for them, in case you haven't already guessed, is nutria, and FTL and PAA recently brought 49 of them from Argentina, where they are raised, to a furrier in San Francisco.

The nutria is about twice the size of a mink, and it takes be-

tween 18 and 25 pelts to make a coat which sells for about the same price as a mink coat. They are becoming very popular with milady, now that mink is as common as Cadillacs. They are a native of South America, although some animal farms in the U.S. are beginning to see the value of raising them for the fur industry.

Stewardess Fran Drew happened to be on board the flight which

Some mornings it occurs to us that what certain folks must have done with their old razor blades was to go into the new razor-blade business.

brought the nutria into San Francisco and just happened to be around when Allen Waugh (center above), came over to the airport to pick up his shipment for his nutria ranch in Hopland, Calif. Mr. Waugh promised to send Fran some long, yellow incisors from the nutria which make up into jewelry very nicely.

Also in picture are Pete Sutherland, and Joseph Derenzo of Paredes Customs House Brokers.

The good old days are probably those when you were neither.

Give a woman an inch and she'll buy a girdle.

Just the Facts, Ma'am—

Concerning the Christmas Party

Q. Is there going to be a Christmas Party this year?

A. Yes. The Flying Tiger Line will "furnish the hall" only, at an expense of \$150, and the buffet and entertainment will be sponsored at no cost to the company. In fact, your committee is now trying to find a sponsor for an orchestra. If you have any thoughts on this subject, get in touch with Art Meyer or Bert Carpenter.

Q. Where will the party be held?

A. At Glen-Aire Country Club, 3910 Stansbury Ave., Sherman Oaks. This is the same place we had a couple of picnics. However, it isn't the same now as it was then as new management has taken over, and for those who haven't seen it, there's a big surprise in store.

Q. When is this shindig to be held?

A. December 22. That's on a Wednesday.

Q. What time?

A. All evening. Buffet will be served from 10 p.m. to 2 a.m., at no expense to you or FTL. Bar service will be provided and ordinary drinks will cost 60 cents.

Q. Anything special this year?

A. Having no sponsor for the orchestra as yet, we don't know who'll be furnishing the music. But there will be a half-hour floor show which has been donated by a staunch supporter of the company. And those who are due five-year pins will receive same.

Q. Who can come?

A. You and one guest. No other guests, please. Economies are being practiced all over!

Q. Is it formal or informal?

A. Informal.

Q. Those all the facts?

A. Yes, for right now. But as things progress we'll let you know!

Akron-Canton Home Of Hub Trucking

By Bob Hollis

The unexpected request for news didn't give me time enough to dream up any lies!

The Operations Manager at CAK, Bill Davis, is busy readying our two trucks for winter operations; he has three men working for him, Gene Sturgill, Carl Werner, and Dick Powell who serve as dispatchers, truck drivers, cargo handlers, and salesmen.

One of us will try to get in some trouble so I'll have some news for the next issue.

Some girls feel that no man is worse than no man.

Kissing: The only acceptable two-faced action.



Published Monthly By and For the Employees of

The Flying Tiger Line Inc.

Lockheed Air Terminal, Burbank, California

Len Kimball Public Relations Director
Dode Penrod TigerReview Editor

Contributions from all employees welcomed.
Deadline for material first day of each month.

TigerReview Airborne Again

After being grounded for three months, the TigerReview is airborne again and makes its first landing right in your own living room. Circumstances and the CAB permitting, it will be reaching you at your home regularly each month along with bulletins from President Prescott, news releases from the public relations office and other items of interest to FTL employees. We hope you approve of this new policy which has been set up to provide a better line of communication among all members of the Flying Tiger organization.

Just before going to press with this issue of the TigerReview, we were wondering what kind of history this publication could boast. We found that the name "TigerReview" came into existence in January, 1949, with the first issue printed on pink paper, no less. Prior to that, the company had a paper which was first called the "Tiger Rag" and later named the "Newsletter."

The Sales department's Katherine Smith was responsible for the change of name from Newsletter to TigerReview. Katherine says the name came to her in the middle of the night, back during the days when she was editor and jack-of-all-trades for the paper. There are those who think she "should have stood in bed," but be that as it may, the name has stuck.

There appear to be several times in the history of the paper when it was forced to suspend operations for a short while or was a few months late going to press. We weren't able to find any one person to blame for this rather laggardly action, but we're led to believe that things haven't always been too smooth around FTL. (That MIGHT be classified as the understatement of the year.) But so far there has been no force mighty enough to hold that tiger and if everyone will do his part by contributing news the Tiger will continue to be heard with a terrible roar.

The undertaker was complaining about business. Suddenly his wife nudged him. "Sh-h-h-h, here comes a customer," she said. "Cheer up and look sad!"

Two crows were overtaken and passed by a jet plane spurting flames from its exhaust.

"Say, that fellow's in an awful hurry, isn't he?" one crow crowed.

"Sure," cawed the other, "and so would you be if you were on fire."

A pompous shopwalker approached a customer and said, patronizingly: "Good morning, sir, and what is your desire?"

"My desire, sir," retorted the man, "is to kiss Rita Hayworth, but what I need is a bowler hat."

The silver lining is easier to find in somebody else's cloud.

Few things are more expensive than a girl who is free for the evening.



THE BRIDE . . .



. . . AND GROOM

Warner-Matthews Nuptials Spoken

At 3 p.m. on Sunday, Nov. 7, Ellen Warner, secretary to Bob Prescott, became Mrs. Lester Matthews at the Church of the Chimes in North Hollywood.

Immediately after the ceremony, Ellen and Lester sped away for a week's honeymoon in Old Mexico. They stayed at the beautiful Quintas Papagayo (meaning "Estate of the Tropical Bird") Resort overlooking Ensenada Bay.

Ellen and Lester reported that the honeymoon was perfect, except for their entanglements with the long arm of the law. Just one-half hour after the ceremony as they started on their honeymoon, they were stopped by a Valley policeman for making a left turn without yielding the right of way. In Mexico they had to keep a sharp lookout for the handsome policemen who ride bright red motorcycles, wear ornate uniforms and look like Generalissimo, because Lester's ported English Sunbeam Talbot, capable of speeds up to 125 mph, wouldn't slow down to the speed limits of some of the sleepy Mexican towns.

On their return to the States, a woman who was learning to drive made an illegal u-turn in front of them and smashed the front of their car!

In spite of all this, and the earthquake which occurred while they were in Ensenada, Ellen and Lester had a wonderful time buying funny Mexican hats, trying the various Spanish dishes and just loafing in the warm Mexican sun.

Ellen will continue her job at FTL and the couple will make their home in Northridge.

Auditor Praises FTL Credit Union

On Nov. 15 Federal Examiner Charles D. Marshall completed his annual audit on the Flying Tiger Credit Union and called a meeting of the board of directors, credit committee, and supervisory committee for the purpose of making his report.

Mr. Marshall said that "in spite of the ups and downs experienced by the credit union during the past year, the problems have been weathered in very good fashion and the credit union is in a very sound position."

Mr. Marshall pointed out that the credit union had suffered a drop in membership during the year, due to terminations, but the average savings per member has increased substantially. It is interesting to note that the national average for savings in federal credit unions is \$236, while the average savings in the Flying Tiger Credit Union is \$444.

Chattering Monkeys Arrive From Manila

Metropolitan Oakland International Airport had something of the appearance of a zoo when a Transocean Air Lines' DC-4 plane arrived with a cargo of 1903 monkeys.

The monkeys were flown from Manila by the same plane which recently took a cargo of 83 goats, 550 rabbits and a million bees to Korea.

Only 1900 were loaded at Manila. Three were born along the way.

The plane was bound for Savannah, Ga., where the monkeys were to be used in the polio vaccine program of the National Foundation for Infantile Paralysis.

Air-Truck Drivers' Section

By Va. Lindstrom

Back to the hangar again and mightily happy to be here!

We welcome Mar Maguire back to the Chief Stewardess' post again. She's having a difficult time adjusting to "ground" hours, though—9 a.m. rolls around much too early.

Former Stewardess Dodie Webb was recently married and is now living in the Los Angeles area. Norma Bowen has also resigned to be married.

Art Flanagin and Bob Tharp went deer hunting recently, and returned with six nice deer. This is not over the limit, however, as there were other friends along.

Gerry Costello was also in the SLC region recently and reports returning with several ducks.

Sid Russell and Roy Olson are still among the most eligible of bachelors . . . what with their being so close to that big uranium strike and all that loot . . .

Mac Canaday, by rumor, is furious, and with reason. We hear he bought a lovely new home out near O'Hare Field just before the move back to Midway.

Sam and Marge Royall are

awaiting their first snowflake and expect to hike back to Burbank at that time.

Bob Cole in Crew Control passed around candy and cigars on Sept. 21, very proud of the arrival of Mark Harmon Cole, weighing 6 lbs. 6 oz., a beautiful boy.

Jack Elliott of GTO is also proud of new twin girls born recently, about whom I do not have much information, but understand he now has four daughters. Running a close second to Tony Machado.

The Flying Tigress Halloween Costume Party was a gala event. Nick Ventresca as a weird Fu Manchu, Libby Ventresca as a lovely harem girl, Jeanne Morris with freckles as a young school girl, Peg Machado as a hula dancer, Dave Vachon, "Miss Aviation of 1954", looking a little brawny for a "Miss", Bob Barlow a mighty handsome turn-of-the-century dandy, Betty Haywood with 2-inch black eyelashes as Vampira. Gerry Costello as a blushing bride, and so many others I couldn't possibly name them, but a real fine party.

Sam's Comments On Tail-Twisting

Detroit, Mich. (SNS) (stands for SAM'S NEWS SERVICE.)

WHOW WOW . . . Old Sam thought we had it but don't ya know, you twist the tiger's tail and wha hoppins. He gets mad and bounces back! RML is back in the old offices, and, by luck, we have the old Logan lone numbers and the same old gang . . . that is, pretty much. We even have the old trucker back and things are looking up.

News from the OPS boys . . . The first week of the DC-6 operations has got everyone in a state of "too pooped to participate." We even had to borrow from Rusty at CHI and Mac at MKE. Welcome to Jim and Red, last names Seehafer and . . . still didn't get Red's last name but MKE knows who it is.

One new face from about two years ago — Phyllis, who was Bob Moran's Girl Friday. She is back now trying to straighten out the mess.

Sales news . . . Had Duane Wessels in RML as a sales rep but now he is back in his old stompin' grounds of EWR and NYS. Good luck Duane. You do a job over there like you did in RML and we'll see you out on the Coast. BUR look out . . . he's a ball of fire!

George Tornay now in RML sales and covering TOL. George is a man of many titles now. To the TOL shippers he is DSM and to the RML people he's the city sales manager. Don't know how he keeps the paper and titles straight.

Seen and heard . . . Hank Park, SLI DSM on loan from SLI ORD, and Doug Bush, FTL, de-merging the sales dept. Some job, eh fellows? Hey, that's my pen. Oh no it isn't. Don't you remember I got this from operations . . . The pen fell off the desk and broke so they both gave it back to operations.

Bob Moran and Doug Bush seen in the airport coffee shop hashing over all the old days . . . this is at 0230 the day after the announcement of the de-merge.

Larry Bucholtz, SLI station manager, and Bob Moran divvying up the desks and chairs . . . plus all the bills.

Les Dickensen added one more offspring to the Dickens clan. Think it's a girl. Les is now back to the old job of agenting the flights thru RML on the afternoon trick.

Big Welcome To The CHI Mechs . . . With the 6 coming to RML and back again, boy do

How's a Fella To Know If It's Gonna Snow?

By Gordon E. Walker

The following information concerning latest weather may be obtained by recording from the BDL weather bureau by dialing National 3-5590:

The Weather Bureau public service office is now closed. Regular office hours are 0800 to 1630 Monday through Friday. For the latest weather information please consult your daily newspaper or listen to your local radio or television station."

I respectfully request one of the following for the BDL station in order that pilots and ground personnel may keep abreast of latest weather information.

1. Television set (table model sufficient).

2. Radio (prefer radio-phonograph).

3. Subscription to local paper (can also be used for packing returnable maintenance parts).

Epitaph

Here lie the remains
Of Miss Wanda Traffic
Who turned in traffic
When a wolf did whistle.

we have a station. Even old Sam knows it now. What miracles can be brought forth with a paint brush . . .

Congrats . . . two, yep . . . better put this in CAPS . . . TWO FIVE YEAR PINS. ED TROTT FIVE YEARS BACK IN AUGUST OR THEREABOUTS. ED IS MIDNITE AGENT AND HAS BEEN ON THE SHIFT EVER SINCE THE DAYS OF THE TWO MAN STATION. DOUG BUSH, RIGHT NOW. HE'S GOT FIVE YEARS IN AND THE GUY THAT HIRED HIM FIVE YEARS AGO AWAY FROM LINCOLN MERCURY TRAFFIC IS NOW SEEING THE LIGHT AND IS BACK WITH THE TIGERS . . . IKE LYNN, OLD SAM MEANS FIVE YEAR PINS IN A VERY SHORT TIME FOR GEORGE TORNAY, RML SALES, AND BOB MORAN. BOY LOOK AT ALL THE BRASS AROUND RML.

well, old Sam has run out of steam, and right now is too tired to even push the cap key on the old beat up typewriter so he is going to call it a day for now. see you all in the next issue of the greatest.

My parting word . . . "The only guarantee we know of is the ability of management to manage, coupled with the willingness of the workers to work. If either fails, then the guarantee fails."

This is RML and Sam . . .

Is This Idea Too Radical?

Editor's Note: The management of FTL is in no way responsible for the following memorandum. It reached us via Lockheed and is being reprinted here for your amusement (and consideration?).

MEMORANDUM

TO: ALL EMPLOYEES

Because of increased competition and a keen desire to stay in business, we find it necessary to institute a new policy.

EFFECTIVE IMMEDIATELY, we are asking that somewhere between starting and quitting time, and without infringing too much on the time usually devoted to lunch period, coffee breaks, rest periods, story telling, ticket selling, vacation planning, and the rehashing of yesterday's TV programs, that each employee find some time that can be set aside and known as "WORK BREAK."

To some this may seem a radical innovation, but we honestly believe the idea has great possibilities. It can conceivably be an aid to steady employment and might also be a means of assuring regular pay checks.

While adoption of the "WORK BREAK" plan is not compulsory, it is hoped that each employee will find enough time to give this plan a fair trial. It is also hoped that those employees not in favor of adopting the "WORK BREAK" idea will have fully completed their vacation plans.

THE MANAGEMENT

Letter Explains Status of Company

Following is a letter mailed recently to Flying Tiger Line customers and prospects telling of the "state of the company," which the editor thought all employees will be interested in. The letter went out over the signature of George T. Cussen.

To Our Customers:

As a user of air freight, we have no doubt that the stories which have appeared in the newspapers and trade press in recent months must have filled your mind with confusion in respect to the rapidly-changing developments affecting The Flying Tiger Line.

We are now in a definite position to make a firm statement on the plans of the company and we want you to know what they are.

First of all, The Flying Tiger Line will continue its air freight operations, which, in fact, have never ceased.

Secondly, the proposed merger with Slick and the conversion of Flying Tiger into an equipment-leasing company have been dropped.

These programs were discontinued when it became apparent that it was impossible for either company to meet the costly labor protective provisions required by

the Civil Aeronautics Board. We had hoped to obtain modifications of them but this step, too, could not be accomplished.

In the meantime, various groups of employees did indicate to our board of directors and management that they stood ready to cooperate with the company in a necessary reduction of expenses that would insure our continuance in the air freight business.

For these reasons, our board of directors and management decided to continue the business of the company as a common carrier of air freight and in the field of charter and contract operations, where we had achieved a successful record in the past.

We believe that the savings which can be effected through the cooperation of employees will give us a reasonable chance for success once again in the field which this company pioneered nearly 10 years ago when it organized the nation's first all-freight carrier.

We enter this new period with the largest fleet of air freight planes in service today—36 ships of the DC-6A, C-54 and C-46 types, with two more DC-6A freighters to be delivered in the next 60 days by Douglas Aircraft

Corporation. These aircraft will continue to fly the largest number of all-freight schedules of any carrier over our domestic system, U.S. Air Freight Route No. 100, serving more than 40 cities from coast-to-coast.

Many shippers have told us that they felt our continuance in air freight was essential to a balancing of competitive conditions and protection of the public interest and it is our firm intention to render the service that will justify this faith and the faith of our employees in this company.

As a public carrier, we wanted you to know the essential facts regarding the disturbed condition of the past few months and what our plans are for the future.

We are most grateful for the patience that so many people have shown us in the trying times of the recent months.

We would only ask now that you give consideration once again to our service in your shipping problems and allow us the opportunity to carry your shipments as the need arises and demonstrate our ability to do a good job for you.

Sincerely,

George T. Cussen
Vice-President
Sales and Traffic

Christmas is the one time of the year when a man's wife believes in giving him all the credit she can get.

A persistent "kibitzer" hovered behind a card player for three solid hours, giving advice—and the player won consistently. Suddenly he found himself in a quandary. Turning to the kibitzer, he whispered, "Well, smart guy, now what do I play, the 9 or the 10 or the queen?" This kibitzer answered, "First, tell me: What game are you playing?"

for Mrs. Formanack. Jack Bailey just couldn't have made a better choice!

We welcome Louise Waugh, Radio Shop, back to work from a six weeks' absence due to foot surgery.

is the second boy for the Smiths.

Parker Goldsmith, superintendent of Flight Operations, has recently accepted four mechanics from the Maintenance Department as Flight Engineer Trainees. They are O. C. Stubbs, "Al" Whitehouse, A. Soltwedel, and C. Acuna.

We are not blaming "Andy" Formanack these days if he isn't exactly down to earth yet, as on Nov. 2, Mrs. Formanack entered Jack Bailey's "Queen For A Day" show and became queen for the day. The Formanacks enjoyed a three-day paid vacation in San Diego and received a Tappan range, television set, dinette set, wood lathe, Samsonite luggage and a watch and wearing apparel

The Chinnin' Bar

By Nancy Tarr

Best wishes are in order for Lila Robinson who became engaged last month to Frank Petrilli. The "big day" is to be Jan. 29, 1955.

Who's Where and What's There: Crew Control, Flight Operations, and Personnel are now located upstairs in the hangar.

District Sales office is upstairs in the freight hut with a new addition in the shapely form of secretary Ann Gill.

Stationery and Supplies can be found on the first floor of the administration building.

Janet Olson is now in the Cost Accounting office, and Joan Ennes is in Mrs. Fletcher's Credits and Collections office.

Contracts Operations is upstairs in the administration building. Notice: Doug Duly is also in this office.

Across the hall from Contract Operations are the General Sales offices which include Ground Operations, Rates and Tariffs, Charter Sales, and Public Relations. Welcome back to Ike Lynn who is serving as administrative assistant to Mr. Cussen in the General Sales office.

Veve Temple, Payroll, has a new telephone extension . . . 254. That's a number everyone will want.

Credit Union is located directly to the right of the switchboard off the lobby of the administration building.

Condolences to Art Seymour, chief pilot, and family on the untimely loss of his brother.

Anyone wishing to serve on the ticket committee for the annual Tiger Christmas party, please let us know. "US" is Lila Robinson, Josie Skochinski, and Nancy Tarr.

Get well wishes and hopes for a speedy recovery go to Florence Schnukel of Cost Accounting.

A clothing store received this letter from a customer who had ordered a maternity dress.

"Dear Mr Store Sir:
"Please cancel that order for my dress size 44 which you was going to deeliver to me. My deelivery was faster than yours. Respectively, R S."

Maintenance Brings Readers Up to Date

By J. Skochinski

Recently the hangar has had a fast and furious turnover and we would like to welcome back into the hangar the Personnel Department, Flight Operations, and the General Traffic office.

Nurse Duke, R. N., is now at her home convalescing after one week's stay at St Joseph hospital due to a concussion. Marion Blake, R.N., will relieve Nurse Duke until her return which is expected about the first of December. Here's wishing you a speedy recovery, Duke.

Congratulations, Mr. and Mrs. Doug Smith! The new tax exemption, Tad, arrived on Nov. 9, weighing 6 lbs. 10 oz. Mother and son are reported doing well. This

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Lockheed Air Terminal
Burbank, California

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