'art owner invests life earnings in airlines

United Press International
HOUSTON — At the age of 32, Lorenzo invested much of his earnings to become part owner loundering regional airline quartered in quonset huts on ge of a secondary airport.

hat was five years ago.
oday, the quonset huts remain
dquarters for Texas Internafirm, and Airlines and Lorenzo is presi-, trying to change the image of quarter-century-old firm.
One hears less and less the deri-

their fire "Tree Top Air" or "Tinker Toy duck in line" distortions of the firm's do who ginal name, Trans-Texas Airlines. soultry a first associated with the airline as fling microsultant, Lorenzo saw its weaknarian ses resulted from rapid route exparation sessions. ne" distortions of the firm's sion, national economic slowwn and questionable manage-nt decisions, including plans to at one d any knowe from the city's older Hobby nvolving port to multimillion-dollar or the milities at Houston Intercontinen-

lege-Harvard Business School staging iduate. He also was the son of a they do anish immigrant beauty shop enge overator who retained a rather sim-

e, said, We can add and subtract. That sing trands funny, but you'd be sur-e alwaysed at the number of business ed and decisions that are made without ers areniling and subtracting," Lorenzo

nd to fisimple arithmetic required remany nancing a \$60 million expansion at replacing inefficient propeller t with jets and fighting a four-anth groundworkers strike to cut r costs. is desir or years, management had

n signing contracts that Texas nd poul emational simply could not af-ians and," he said. ealth sporenzo postponed plans for the

ealth specienzo postponed plans for the e Utley, wheadquarters at Intercontinen-

s. If a de weet M student's work in give atured in local rose magazine

for the

to kno

bruary Cleaning Up After the Last Act," bugh No award-winning short story is fea-either ^{red} in the current issue of Quartet reparingerary magazine. Editor and glish professor Richard Costa the story is by Clayton Smith, English graduate student from een get durin

d Miss Smith, who "cleaned up" in the 76 student fiction contest with the y, has become the second Texas the fel M University student to have a ort story published in the gazine's 15 years of continuous

With 64 pages of copy, the com-led Winter/Spring 1977 issue of lartet is the second largest in histhe solly, notes Costa.

nother Texas A&M student, the Jucation major John Strommer of lege Station, earned credit for ng darte issue's cover photograph.

He was Quartet, a nonprofit arts work needs inted at Texas A&M, has been d the mass d at the College Station campus the 1970 when Costa brought it thim from Syracuse University's

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The result: Since his accession in August 1972, Texas International million annual losses to \$3.2 million net profit last year, despite increasing competition from flashier Southwest Airlines.

The 22 to the second of the se Airlines has gone from a series of \$6

The 22-jet line, which connects Texas with Los Angeles, New Orleans and Mexico as well as Abilene with San Angelo, still pays no stock dividends. But Lorenzo is optimis-

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can be made profitable.

'We're interested in change, in challenges. We've been willing to

doubt was aided by the coincident presidential campaign and accession of a Georgia peanut farmer. The

tal Airport. "Considerable patience" able to attract a group of spirited by more than 50 creditors also helped.

aday seriously, is an odd combination of laid back and buttoned down that probably reflects a New York
Through determination, we think it above the airtion of laid back and buttoned down that probably reflects a New York
As chairman of the Association of to-Texas success route.

But he is soft-spokenly modest about his \$86,000-a-year job and

TIA's success. 'There are no miracle men," he

"Persistent" is the adjective he would use to describe himself and longtime associate, Bob Carney, a classmate at Harvard, who helped

Local Transport Airlines, he has testified before congressional committees to that end.

"We'd like to see improved pricing flexibility. We'd like to see some easing of entry, consistent however with the need to preserve the integrity of the current system.

One association idea for eased entry is already before the Civil **RAY'S AFRICAN VIOLETS** - SPECIAL 5 miniatures for \$6.50

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