

NEWSLETTER
THE FLYING TIGER LINE
(Line of the Sky Tigers)

February 20th 1948

CAB HEARING

Carrying on the fight in the airfreight rate hearing in Washington Mr. Prescott recently appeared before the Examiner for the Civil Aeronautics Board, as a policy witness for our Company, and urged that the Board require all carriers, certificated or otherwise, to make a "proper allocation" of costs of all airfreight and to set tariff rates accordingly. These rates, he said, should be raised to a reasonable level, since those now under CAB investigation are too low. Mr. Prescott cited American Airlines' now abandoned Contract Air Cargo Division as being the first to drive the general rate structure down to "suicide levels", in an attempt to develop freight which "we think is our freight they are trying to develop".

Mr. Prescott urged the CAB to issue certificates to the freight carriers, to legalize forwarders and to authorize the Railway Express Agency to handle air cargo for the non-certificated carriers. "Real development of air freight", he stressed, "can come only as the product of rates times volume, and the latter will be achieved through forwarders".

Mr. Prescott and Mr. Benninger, who sponsored the exhibit, spent two full days on the stand testifying on behalf of the Flying Tiger Line.

PARCEL POST

Of interest to all personnel of independent air freight companies is the following article appearing in Aviation Week February 2nd: "The House Post Office Committee, headed by Kansas' Rep. Ed. Rees, is set to push legislation paving the way for *independent air freight operators* to capture the nation's potentially large air parcel post business, estimated at 244 million packages annually.

The measure, introduced by Rees, on behalf of members of the Post Office Committee, would authorize the Department to inaugurate air parcel post service.

The Rees measure is designed to establish a parcel post system of air service between key traffic points, with trans-shipments to minor traffic points left to the less expensive surface transport modes. This is the type system which has been recommended by independent air freight operators and would dovetail with their major point to-point type of operation.

OPERATIONS

The new storage shed at the Burbank Field will be ready for occupancy about the end of next week. The Traffic Department will then have its own area of occupation with ample floor space to permit production line methods for the handling of the rapidly increasing volume of business. Second sections have been called into service and the resumption of a daily service between San Francisco and Los Angeles. All of which brings us to-

THE SALES DEPARTMENT

The addition of selected personnel with air cargo experience to our sales force during the past month has brought in 158 new accounts resulting in an encouraging increase in our load factor. However laurels cannot be passed out until the "second section C-47" has been replaced with the "second-section C 54."

AIRLINE SECURITY

Special Agent Miller is in the East on a regular periodic inspection checkup inaugurated by Management for the protection of air cargo and company owned equipment. The Security Department reports hearty cooperation from all station managers covering coordinated security measures.

Specially constructed stamps for the marking of all cargo will be released to Station Managers in the next few days which will facilitate in identifying cartons and matching same with airbills. Large mailbags are being prepared and will be used between Burbank and Teterboro for carrying all small miscellaneous packages which will help to prevent loss of this particular type of shipment.

SEALED SECURITY for Flying Tiger planes has accomplished more than was expected and losses are now at a minimum. Thanks to Captains and First Officers as well as Station Managers for their co-operation and support in making SEALED SECURITY an outstanding success.

EASTERN NEWS

NEW YORK reports the acquisition of some substantial new accounts this month and six charters for The Flying Tiger Transport.

DETROIT "California can have no such alibi as this even though we think it is tough to have temperatures low enough to make smudge pots necessary. From Detroit: "Business conditions for the last couple of weeks have decreased a little on account of the very cold weather we had here in Detroit and in Cleveland. The gas situation has been bad and the automobile plants and other industries have not had sufficient gas to keep their employees warm. Consequently they have not been able to produce or pack necessary shipments."

EASTERN NEWS (Continued)

Which in turn makes it tough on the Flying Tigers

CHICAGO has been assigned the new territory of St. Louis pending appointment of suitable personnel in that City. Service into St. Louis has been increased from three to five schedules a week.

PUBLICITY

The Flying Tiger Line was mentioned in 14 publications last month. Some articles were devoted entirely to our Company. The shades of Christmas appeared the other day when the mail brought in a clipping, with picture, from "Playthings" magazine showing the Tigers' Santa Claus, in the person of Bob Denbo, about to take off with a load of toys. The picture features a "Sky Tiger" and three little Tigers - Allan Yonge III, Stephanie Yonge, and Charles Wright, from the Flying Tiger homes of Allen Yonge, Jr. and Mrs. Charla Wright (of the Sales Department).

This month's mail also brought requests for stories, pictures and news released of the Flying Tigers from Holland, New Zealand and England.

A Flying Tiger plane appears on the cover of an attractive catalog put out by the Freight Traffic Institute, Chicago. Distribution is made to several thousand traffic managers and should do us some good in that territory.

TIGERS BEAT PASSENGER LINES

The Holliston Avenue Methodist Church of Pasadena has just completed a fund raising campaign for a new building. Five teams competed in a 'race' for funds and, to lend a spirit of competition, each team was named after an airline.

The Flying Tiger Line Team took top honors by placing first over American, TWA, United and Western Air Lines.

The Flying Tiger Line feels honored that one of the Church teams chose our name and we extend our hearty congratulations to the Flying Tiger Line Team for winning first place over such strong competition. (We trust that our Sales Department will take note and do likewise.)

TABULATING

Our curiosity got the better of us the other day and we decided to explore the inner sanctum of the Tabulating Department to see what makes it tick - or we should say clank. For it sounds like the abode of the robot man and we can think of no better description since watching the International Business Machines at work.

TABULATING

Under the patient guidance of Dick Yung, master mind of the IBM room, we now know the "why" of all those little holes in the time cards. Figuratively speaking we had always thought they represented the holes in the paycheck made by deductions. Actually they do that and a lot more. Run through one machine they are sorted into numerical manorder, and the "sorter" is also better than any circus horse in picking out colors and stowing them in the right bins. Run into the "multiplier" machine, which also adds, subtracts and divides, they come out with the answer which appears as those cryptic figures on the "Detach-this Stub" end of the paycheck that just never seem to us to be quite right. Inevitably they prove to be correct. The same card system applied to customers' accounts brings up the answer to almost any statistical problem. A 3½ X 7½" card goes in one end of the "tabulator" and out of the other end comes a long continuous sheet of paper 11' wide containing complete information on all accounts. But the one machine which every well-dressed office should have is the "collator", or automatic filer. Remembering our own filing basket (s) we are going to requisition one right away. There are several other intriguing robots in this family - but we are still looking for the hot-dog and donut machines. We stand in awe of Gretchen Doeer and Janet Olson of the IBM Departments.

INSURANCE - Installment No. 3

In previous issues of the NEWSLETTER we have discussed CALIFORNIA SICKNESS AND ACCIDENT INSURANCE and WORKMEN'S COMPENSATION INSURANCE.

The Flying Tiger Line employees also have available to them a group life insurance policy which pays a natural death benefit of \$2,000.00, accidental death benefit of \$4,000.00 to all ground employees at a cost to them of \$4.12 each quarter (\$1.37 per month). Flight Captains may purchase \$5,000.00 (\$10,000.00 accidental death) of coverage for a quarterly cost of \$13.30. First Officers may buy \$3,000.00 (\$6,000.00 accidental death) for \$7.98 per quarter.

This group life insurance is available to Flying Tiger Line employees at a lower cost than can be obtained on an individual basis. If you have not had an opportunity to apply for this policy write to PERSONNEL DEPARTMENT, Burbank.