

INCOME TAX

FORMS 1040 & 1040A

The employees annual earnings statement, form W-2 will be distributed by January 31st. This year it will be necessary to file your return on Form 1040 or 1040-A. The W-2 earning statement must accompany your return. Since most employees will probably file on Form 1040A, one of these returns will be given to each employee with the W-2 earning statement.

The accounting department is preparing the W-2's now. Please be patient as they will be distributed before January 31st.

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EMPLOYEES

CREDIT

UNION

The Flying Tiger Employee's Federal Credit Union is fast becoming a tremendous success. At the end of December the Credit Union was two months old and had 181 members. Savings in the Credit Union amounted to \$9,779.68. Loans totaling \$5,997.50 had been made to 41 members.

At the rate FTL employees are utilizing their Credit Union, it is expected that a dividend, possibly as high as 6%, will be paid on savings this year. The interest rate on loans from the Credit Union is fixed at 1% per month on the unpaid balance.

The operation of our Credit Union is under the supervision of a Federal Examiner and is subject to the regulations of the Federal Credit Unions Act.

If you have not yet signed up for a savings program, through payroll deductions, do so at once. Contact DON LADD, Treasurer of the Credit Union, Accounting Dept. BU. Contact Mr. Ladd also, if you desire a loan.

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T. W. HOLMGREN

Assistant LA District Sales Manager

Ted Holmgren, who has been making a name for himself in connection with the promotion of our produce and fish business, has been appointed Assistant to Len Kimball, LA District Sales Manager. Sales Offices over the system have become acquainted with Ted's blitz methods during his short and effective visits to their territories.

A Native Son of California, Ted has been with the Tigers a little over a year. He spent some five years with the Air Cargo Division of Railway Express prior to the war and can remember loading the first C-47 cargo job for one of the major certificates.

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ROBERT D. BURKE

New York City Sales Manager

The appointment of Bob Burke as NY City Sales Manager followed the news of the resignation of Frank Plummer. Bob has been with our NY Sales force since April 1948, having previously been associated with Cal-Eastern in Newark.

On October 8th last Bob Burke was appointed resident representative for the Philadelphia-Wilmington-Camden territory, which territory he will still handle from his headquarters in NY.

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NOEL C GILBERT

Sales-Operations Manager at LS

With the transfer to BU Operations of Ray Ryan the "one-man organization" at LS has been filled by Noel C. Gilbert who came to the Tigers from Chicago & Southern Airlines, where he acted as Chief Freight Agent for 2 1/2 years. Mr. Gilbert's brief visit to BU did not allow us to become too well acquainted but we look forward to seeing him on January 29th.

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FLIGHT OPERATIONS (Janet Olson)

With the termination of the lease of 911 to Philippine Air Lines the flight department is glad to have the members of the crews who were assigned to that operation back at home base. CAPTAINS HAYWOOD, LAMB, SEYMOUR and HURLEY and CO-PILOT KORTY, all missed Christmas at home - but arrived back to catch our "weather".

During the past month CAPTAINS RUSSEL, and HOOPES and CO-PILOTS KORTY, STUELKE and SOUERS, eastern based crews flew the California run - it was KORTY'S first trip out to our Western terminus. Assistant Chief Pilot R.S. ALLEN, from Teterboro, also paid a visit to the BU terminus.

CAPTAIN BOB MARTIN and CO-PILOT CHUCK BONAUDI thought they had made a record flight BU-KG when they logged a 5:24 trip - but CAPTAIN JOHNNY LONG still holds the record with 5:22. (This must have been almost as disappointing as the time Roscoe Turner lost the Bendix Race and \$4500.00 prize money to Benny Howard who beat him by 45 seconds - BU-CV.)

SUN GLASSES & THE PILOT

The American Aviation Daily 1-14-49 published the following item of interest to flight personnel:

"Wearing polarizing sun glasses can constitute a hazard to a pilot, according to a report issued by CAA's Medical Research Lab. The glasses can cause spots and streaks in front of the pilot's eyes because 'strain patterns' in the plane's windshield may become visible when light is polarized. The report, entitled "Strain Patterns in Aircraft Safety Windshields and Visibility Through Polaroid Sun Glasses" is available at the office of Aviation Information, CAA Washington, D.C. for 25¢ per copy."

MAINTENANCE (Thelma Goodman)

BU Flight Maintenance in addition to the routine job of keeping our six DC-4s on schedule has been servicing a number of outside customer ships: Cantley & Tanzola's Beechcraft and Ed Pauley's Lodestar, both of which are considered practically members of the Tiger family, and Consolidated Steel's PV-1 which is being converted into an Executive plush job which promises to be an "exhibit" piece when completed.

DOUGLAS DULY, Maintenance Sales Rep. reports he has been working on a new contract with Aircraft Sales, Ltd., for a considerable number of AT-6's to go through our shops for overhaul - final destination, Karachi, India.

T R A F F I C (Connie England)

BU welcomed RAY RYAN as Assistant Station manager. Ray came out to the Coast from LS where he has been holding the fort since May 1948. He isn't sure yet whether it was a wise switch as he arrived with his family -- during our "unusual" climate.

A problem passenger rode our line the other night - let's call him Posey Pup. It seems he chewed his way out of his cage enroute from SF and finding nothing else to eat proceeded to whip up a salad from a box of flowers. BILL TUFTS is left to explain that one.

We hear a rumour that our new LS Station Manager, MOEL GILBERT, is allergic to stray dogs -- something to do with buttons and belts!

The last shipment of California Modern Furniture that went east to NY - 7,000 lbs -- could well be used as a model for all furniture packing. Wrapped for shipment by the Sherman Bertram Furniture Company, LA, it

was completely wrapped in heavy brown paper and cloth binding.

HILLS

BROS

COFFEE - CG-SF

MIKE CARNES of SF Traffic was on the receiving end of a nice shipment from CG Hills Bros. of coffee fame recently moved their entire accounting department to SF and to expedite the big move flew 17,000 lbs of equipment, ranging from waste baskets to IBM machines via FTL. The move was completed during the holiday week.

SALES

THOMAS HARVEY is making a scientific analysis of commodities which at present are not moving by air but which it is believed will be potential airfreight movements. This will materially assist our sales force in their solicitation programs and further build our growing number of new accounts.

An intensive campaign is also being carried on to swing excess baggage of airline passengers formerly routed express with much loss of time, or via airline at considerable expense.

FRANK THILL, LA, finally broke into a particularly elusive account the other day. Announcing his name, he was rushed right into the head man. He was no less perplexed than was the "prospect" who welcomed him, when it was discovered "Thill" was the name of the company's Chairman of the Board. Anyway Frank got a chance to tell his story where, it is hoped, it will do the most good.

DOE MCLAY, DT., our slogan-of-the-month man sent in this one:
"One of the most efficient sentences in the English language: I DON'T KNOW - LET'S FIND OUT".

TIGER

FLYING

CLUB (Blair Smith)

Since the beginning of the Tiger Flying Club, some months ago, three student 'dodo birds' have shed the clay from their feet which bound them to the mundane earth and have taken to the skies as full-fledged solo pilots. The three new pilots are THELMA GOODMAN, AL GOLDBERG (BU Maint.) and BLAIR SMITH (Personnel). When asked for a statement about their solo flights, the fledgling pilots expressed an earnest wish that all Flying Tiger employees could experience the thrill of that first solo flight.

The Club plane has just been equipped with a VHF radio transmitter and will soon have navigation lights installed. Outsiders who have rented the plane, have commented that it is the best equipped and maintained club ship they have ever flown.

Any employee of FTL, or relative of an employee can join the Club. Instructors are available. The cost is small - the pleasure great. Contact Thelma Goodman, Blair Smith or ED TAESCH.

A non-member of the Club said that her most vivid impression of her first solo flight, longer ago than she cares to admit, was complete surprise that everything functioned normally without benefit of instructor. In those days it was customary for the instructor to impart these grim words of warning as he clambered over the side of the ship "Now remember if the engine quits on the take-off don't try to land on the airport, go right into Valhalla. (Valhalla, for the benefit of the uninitiated being the cemetery across the tracks from Lockheed conveniently in line of prevailing take-off.) Then as an afterthought he would add "and when gliding in for that landing don't forget to listen to the wires hum, or you will hear the angels sing" referring to the complete lack of instruments other than a tach and the wind in the wires. She claims she can't join the Club because now flying is too complicated - VHF's and things.

THE NEWS BUREAU

The Company has established a News Bureau at the General Offices in Eurbank, under the direction of MR. LEN FITZBALL, LA District Sales Manager, assisted by KATHERINE M. SMITH. Press releases and trade feature articles will be prepared for distribution to newspapers and trade publications. In this connection it is requested that all newsworthy items be channelled through the local District Sales Manager, who in turn will forward them to the News Bureau.

The following releases were recently placed with all District Sales Managers for distribution to the local press and they are herewith condensed for the information of all FTL personnel.

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"The Flying Tiger Line, first of America's post-war airfreight carriers saw its operations reach record-breaking heights in 1948, climaxed in the last half by the first consistent money-making period in Company history.

"Robert W. Prescott, President, and founder of the line nearly four years ago, reported that the Tigers had topped all previous operating records in every department.

"Averaging better than 1,200,000 revenue ton miles a month in the last six months of 1948, the Tigers flew some 13,500,000 revenue ton miles in 1948, compared with 6,000,000 in 1947; 5,800,000 in 1946 and 325,000 in 1945.

"The encouraging recovery from the severe strains imposed upon our Company in the first three years of operation can be attributed to two factors.....

"1. The action of the C.A.B. last July in establishing a rate floor, thus eliminating the cut-throat competition which had put every airfreight operation in this country in danger of bankruptcy.

"2. A growing realization by shippers of the very substantial benefits and economies possible in the use of airfreight."

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"Airfreight, now the most rapidly growing segment of America's commercial aviation industry, can pay its own way, free of subsidy, only if all-cargo carriers are permitted to furnish competition for the passenger lines," the Flying Tiger Line declared in a brief filed with the CAB following the recent supplemental hearings in the Airfreight Case.

"The passenger airlines, which oppose certificate applications of such carriers as The Tigers, have proved by their own record in the hearings that they are not geared to airfreight..

"The passenger lines proffer their form of service to a great many more points than do the cargo carriers, but carry little airfreight from any point..

"Despite the demonstrated demand for long hop movement of large shipments, the passenger lines are, for the most part, carrying small packages for short distances.

"Although passenger lines serve the points served by cargo carriers, at those points they handle but a fraction of the volume handled by their cargo carrier competitors.

"The passenger lines still boast of 'available' cargo capacity of combination passenger-cargo planes. They confess extremely low load factors

for this capacity. Now they have begun to use all-cargo planes after cargo carriers have proved this is the only practical way to move air-freight in volume.

"The passenger lines have available all-cargo planes in direct competition with all cargo carriers now. But they confess extremely low load factors for these planes too, in contrast to the high load factors of the cargo carriers, who are flying more total airfreight in their all-cargo planes.

"The success of the cargo carriers over the past months has brought about a sharp reversal of position by the passenger lines.....

"At the original hearings two years ago, the passenger lines denied there was a potential in the airfreight industry, the CAB was told ...

"At the supplemental hearings, the potential has become highly desirable to them and the passenger lines now admit that the program of the all-cargo carriers is the only way to achieve success in this new industry.

"As a result, witnesses for American Air Lines and United Air Lines made belated attempts to reverse the testimony of their own company ~~witnesses at the original hearing.~~"

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ESPECIALLY FOR
OUR EASTERN OPERATIONS

It has been reported that California bound planes are to be equipped with skis Don't you believe it!

This, of course, is a slight exaggeration and we have now found out what that white stuff was . . . nothing more than a publicity gag for some company that wanted to sell a new-fangled product called "Anti-Freeze" which was planted about this time at most of the auto service stations!

AP reported that Herman Rinear who won the title of Alaska's biggest liar in Fairbank's annual whopper-spinner contest (the prize being a trip to LA and \$500) admitted that "they won't believe me back home when I tell them about this."

And that report about a big blow in California was not referring to a wind - it was just our State Chamber of Commerce explaining!

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PAGING
FRANK
BUCK

We may have missed a shipment of elephants in SF but BU got a planeload of wildcats - 27 of them and Mr. BOB PRES-GOTT who was in charge of loading and unloading operations had his hands full but came out of the ordeal alive and unscathed. The wildcats had the time of their lives as they broke loose in the hangar going through a couple of planes, the instrument shop and other vital spots. FTL Director HOUSTON REHRIG brought the shipment over to us but had the foresight to include 9 fathers of the Pasadena Wildcats Fathers & Sons Club.

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WELCOME -- FORMER TIGER

Former buddies of Dr. L.J. Richards were glad to renew old acquaintance again when he visited the EU hangar recently. Dr. Richards went through the bombing raids and fights with the Tigers (AVG's) in 1941-43 and has just returned after 4 1/2 years in China where he has been associated with Central Air Transport.

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THAT CHRISTMAS SPIRIT

The Tiger's Second Annual Christmas Party was held in the hangar at BU on Christmas Eve and we are only sorry that everyone in the Company could not be here to celebrate with us. The Christmas spirit was ushered in a good two weeks ahead of time by the Accounting Department with a lovely white tree decorated in red and silver - the other departments soon followed suit and decorated trees sprang up all over the place and varied colored stuffed stockings appeared in the windows. For the major job of converting a section of the hangar to a party-like atmosphere credit goes to GENEVA SCHINDELE of Personnel, who did wonders with red and green streamers and colored cellophane "rain".

Santa Claus in the person of JOHN MOBLEY (Maintenance) distributed gifts which had been brought in and placed under the tree, by each member of the organization who had drawn names through payroll department.

Unexpected talent came up from all quarters and Captain ED McDERMOTT, composer and producer, sang a specially dedicated number entitled "No Certificate" accompanied by Chief Inspector PAUL GRACE at the piano (and trombone); BOB GHORILEY, harmonica; JOE PAKER, trombone and W. MROCZEK, guitar. (all of Maint.) It had been planned to reproduce this classic but unfortunately legal and other ramifications, including no sound effects, prevent publication at this time.

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WELCOME TO BU

BU is preparing to put out the Welcome Mat for some fourteen of our Station and District Sales Managers for the Annual Traffic and Sales Meeting to be held in Sunny California - yes, we mean it - on January 29th to 31st.

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ACCOUNTING (Velma Mundy)

As an outcome of the Christmas party there can be no excuse for incorrect answers from the Acctg. Dept. FRANCIS FLETCHER received a "Crystal Ball" - which she said is "something she has always needed." However, Swami Fletcher says she will still require a certain amount of tangible information before consulting the Crystal Ball for the right answers to your problems.

If your correspondence has received slightly "brittle" answers lately from this department its because even the typewriters have been frozen - and as BILL HUTCHINSON, (Elec) said "What these Hollywood Producers won't do for a movie!"

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PERSONALS

A/B Request & Shipping Order No.171577 had an interesting consignment - to-wit:

Consignor: The Stork, Inc.
Address: Passavant Hospital
City: Chicago, Ill.

Consignee: Marian & Bob Anderson
Address: 1119 Washington Street
City: Evanston, Ill.

No. Packages: 1 Weight 7 lbs 1 1/2 oz
Description: 1 Baby Girl (Hollis Kristen Anderson).

Remarks: Mother & Baby doing fine.
Date: Dec. 16, 1948. Time: 11:59 p.m.

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We are sorry to report that Captain HURLEY was called back from the Philippines due to the death of his father in Chicago.

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On January 5th the Purchasing Department looked like a well-stocked kitchen. The occasion was an impromptu shower for MARIE SCOTT, who on January 6th changed her name to Mrs. W. Miller.

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