



# TIGER REVIEW

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The Flying Tiger Line Inc.  
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No. 2

To make 1949 "OUR BREAK OUT YEAR"

We Must Do "THE BEST & THE MOST EFFICIENT"

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George T. Cussen, our executive vice-president, some little time ago sent a message to our sales and station managers. We have had so many requests for copies of this message that the TigerReview is presenting a resumé of those portions that are particularly appropriate at this time.

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"Following the pattern of all transportation companies in years gone by, one of the existing airfreight carriers will eventually become known as 'The Best and the Most Efficient'.

"Now is the time for all Flying Tiger personnel to build 'The Best and the Most Efficient'. Whether it be today, tomorrow or next year, rates will be equalized, aircraft will have no deciding advantage one over the other, time en route will not be a permanent sales advantage and progress, as well as survival, will be determined by the degree of SERVICE rendered.

"Service has been a much abused word. However, there is no business in the world so dependent on that word as the transportation business. Provided all else is equal, and it cannot be otherwise, service is all we have to sell, and all we have to hold our patrons and to create new business.

"Service starts with the answering of the telephone.... We are not doing a favor to a customer by handling his goods...

Continued on Page Two

it is our duty and our responsibility to listen to what he has to say, in detail if he cares to go into it. He pays our salaries, he buys our gasoline, he keeps us in business....We are inclined to forget that The Flying Tigers' business is our business, it is our future, it is our security.

"Competition is greater today than when this company was founded. It will become more keen as time goes on. We must recognize this fact and meet it with greater personal responsibility to our shippers. We must beat competition to the punch. Never forget the other fellow is trying to get our jobs - yours and mine. He wants us to fail, to leave the field of transportation and as a result narrow his field of competition.

"During the early stages of this company's development into a nation-wide, and later a world-wide airfreight carrier, there were many existing factors that contributed to our future growth and success.

"The very fact our company had been founded and was operated by members of General Chennault's Flying Tigers, whose magnificent battle record was impressed on the minds and consciousness of the great majority of Americans was a most definite factor in our favor.

"Airfreight as such, during this early development stage, was new. It was considered by many as an experiment. It was novel and different. It had appeal to certain shippers which was comparable to the reaction of the early day passenger plane patron. Its very nature contributed to natural publicity, a fact which many shippers were prompt to evaluate and use..

"As a result cargo carried by our company automatically divided itself into two categories:

"Shipments which for one reason or another demanded speed far greater than could be provided by surface transportation. In other words 'spot shipments', utilizing the speed of the airplane but

not taking into consideration the basic factor of 'economy'.

"Shipments which, as a result of the newness and novelty of airfreight, would result in general public and 'trade' publicity.

"As a result of current statistics available it is apparent the day of the occasional shipper is about over inferior as maintaining our own economy is concerned. Traffic Managers of large concerns, men who are versed in the economics of transportation, are accepting our service in increasing numbers based on economy of airfreight.

"The prime responsibility of a traffic manager is to secure the fastest possible movement for his company's product at the least expense. Traffic Managers definitely are not philanthropists. There is little place in their philosophy which permits them to expend their company's money 'to assist a new industry'.....

"We have come too far to jeopardize our position by inferior service, we can win out! We can be 'The Best and the Most Efficient' if we will only go out of our way, busy as we may be, to show the same courtesy to those who come to our business door as we would show to an old and valued friend who might unexpectedly appear at the door of our home.

"There are powerful competitive influences in air transport working against us. They will lick us if they can. They cannot lick our maintenance, our flight personnel, our sales efforts, the spirit of cooperation which the members of all departments within the company have exhibited one to another. The only vulnerable spot is 'Service on the ground and aloft'. If we are aware of this danger and work together to perfect our objectives we cannot fail to accomplish our ideal - - - 'The Best and the Most Efficient'."

*Geo T Cussen*  
Geo. T. Cussen

Executive Vice-President

There is no intention of suggesting that George Cussen's message requires substantiation but the following extract from an issue of the Chicago Journal of Commerce will serve to illustrate what is meant in the last paragraph of the message:

"REGULAR LINES DISPEL GLAMOUR OF AIR FREIGHT "

"Washington. The scheduled airlines believe they have adequately dispelled the 'glamour' of the air freight business by their efforts to dissuade the Civil Aeronautics Board from handing out certificates to the independents as recommended by the board examiners.

"In moves to bring the 'cold facts' before the board, American Airlines, for one, has briefed the board on traffic figures showing that the bloom is off.

"American presents this picture of the applicants today:.....California Eastern Airways, an applicant serving eight major cities, had to abandon operations and enter bankruptcy.....Slick Airways serves only ten of the 26 cities it was authorized to serve under 292.5 of the CAB economic regulations.....Flying Tiger Line confined its entire freight service to only eight of 14 cities it is authorized to serve.....

"American says 'The applicants who have transported the most substantial tonnage have suffered the most excessive losses!.....'"

This is only a portion of the editorial but it is something to think about and something which it is hoped will make every member of The Flying Tiger Line determined to see that no individual effort is spared to put the organization "over the hump" and "out of the rut" - - to make 1949 our Break Out Year.

\* \* \* \* \*

"RED" DUEHREN, crew chief on night Maintenance, has asked the men on his shift to write to their Congressmen urging the hastening of the Airfreight Case decision. A list of Congressmen was obtained from the office of Mr. Prescott.

Mr. Prescott would appreciate hearing of any similar action that is being taken by other members of our organization.

It is encouraging to know that hundreds of our shippers have supported our case through letters to the C.A.B. urging certification of ourselves and other independent airfreight carriers.

\* \* \* \* \*

FLIGHT OPERATIONS - Janet Olson

CAPTAIN BUZ KILLIAN, a former Tiger pilot, now on the BERLIN AIRLIFT, reports that he is now a member of the American Coal Co and has the distinction of being one of the few FLYING COAL TRUCK DRIVERS. The coal costs Uncle Sam \$165.00 per ton from the mine to the users in Berlin.

Buz makes three trips a day, weather permitting and of course the weather minimums on the "Lift" are very much lower than those set up by the CAA for our use at home.

Buz sends his regards to all his old friends in the Tiger family.

\* \* \* \* \*

For the layman here is an interesting comparison of the mileage flown by the Tigers - the average Captain flies enough miles to make one trip around the world every six weeks. Our mileage will equal 15 trips around the world a month, and two and a half trips a week.

\* \* \* \* \*

Co-Pilot BILL KORTH was transferred to the east coast from Burbank on January 24th.

\* \* \* \* \*

WANTED - De-icers for Ducks

During a recent snowstorm back in Kansas City, a young Kansan was busy with the snow shovel in front of his home. Suddenly an unexpected visitor spun in out out of the wintry sky. Picking up the stranger he noted that her wings were covered with sleet and ice and that she was too weak to continue her journey South.

Taking her into the house a de-icing job was performed in the warm basement after which Mrs. Mallard was released and continued on her way to her winter feeding grounds.

Happier landings little duck!  
(Thanks to Captain Bob Martin).

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MAINTENANCE - Thelma Goodman

FTL's DC-4's have been undergoing extensive work on the Fire Prevention Program as outlined by the CAA; hence the reason for their lengthy sojourns in the hangar at BU, between scheduled "runs". Two or three days is what Maintenance calls a "lengthy sojourn" due to the versatility of our crews in being able to accomplish "turn arounds" in a few hours' time.

For the benefit of those Tigers at BU who know little of the workings of Maintenance we would like to explain the reason for the noise that causes some annoyance to office personnel in the hangar. The engine "run" or "ground engine test" is a very necessary operation and must be accomplished before our aircraft can be checked off as "Released for Departure."

A complete engine run takes approximately 20 minutes and consumes about 50 gallons of 100 octane gas - so the next time you find it difficult to hear over the phone, or to talk, on account of engine noise remember Maintenance is preparing to release another Sky Tiger for departure.

The DC-3's are fast acquiring the "new look" with the same paint job and insignia that appear on their big sisters.

\* \* \* \* \*

OPERATION VITTLES - Douglas Duly

Some of the C-54's formerly operated by Flying Tiger Line during ATC days are now arriving back "home" after strenuous service on the BERLIN AIRLIFT. Under sub-contract with Lockheed, FTL is reconditioning the ships. Since some of these aircraft have been carrying coal - a "before" and "after" inspection demonstrates the good work done by our wash rack crew.

\* \* \* \* \*

Be sure to read Page 12. (Back Cover)

TIGER CUBS

George and Kay Maruyama, the proud parents of baby Lynn, (an incubator baby who topped the scales at only a little over 3 pounds when she arrived in October 1948), are happy to announce that Lynn now weighs 11 pounds and has taken her rightful place as head of the Maruyama family. (George is our Flying Club instructor)

\* \* \* \* \*

The Benbow Production Company (CV Sales) announce their 1949 Model No. 1 - Jeffrey Lloyd Designers Gloria and Leonard Benbow Technical Assistant Dr. E. D. Richards Model Released January 18 - now on display Two lung power - free squealing Scream line body - double bawl-bearing Economical Feed - water cooled exhaust Changeable seat cover Must be heard to be appreciated  
\* \* \* \* \*

Our Deepest Sympathy goes to Homer and Beulah Wormdahl, (Bu Maintenance) who lost their 11-months old son on January 25th.

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DUAL CONTROL

BILL KELLOGG, took a trip to the altar on St. Valentine's Day, at the 1st Baptist Church, Inglewood. JOHN DEWEY supported the Groom and GEORGE TOOHEY piloted the guests .

A reception for some 200 friends and relatives preceded the take-off for an undisclosed destination where Bill and his Bride RUTH, spent their honeymoon.

Hawthorne is the home port of the Kelloggs.  
(Bu Line Maintenance)

HAROLD R. FERGUSON

District Sales Manager KC

A new sales office has been opened at Kansas City, located at the Fairfax Airport. Harold R. Ferguson, previously in the cargo sales division of TWA, and the traffic department of Continental Air Lines, in KC, has been appointed district sales manager. Territory covered under this new set-up includes in addition to Kansas City - Omaha, Des Moines, Springfield, Joplin, Tulsa, Oklahoma City, Wichita and St. Louis.

With St. Louis sales now under the jurisdiction of the Kansas City Office NOEL C GILBERT is devoting his entire time and efforts to Traffic.

\* \* \* \* \*

EVELYN FLETCHER joined Tabulating Jany. 17th, replacing GRETCHEN DOERR, who terminated 2 years service with FTL to accept a position with Title Ins & Trust, LA. Evelyn completed that "Lockheed Look" which Tabulating has acquired with 100% ex-Lockheed personnel.

MARJORIE FORTIN is a new addition to BU Sales, replacing MARIE DUKE, who has resigned to take over the duties of Secretary to the Civilian C.O. at Muroc Army Base.

Marjorie was previously associated with California Aviation Trades and Pacific Aircraft Sales in BU; has 27 solo hours in Piper Cubs and Aeroncas (Flying Club please note); and has toured the Orient with the "George Washington Slept Here" theatre troupe.

MARYLIN ROOT is a welcome addition to CV Sales & Traffic, where JERRY WILLER and DOW BACON have been typ-  
their own .....

TIGER RECREATION

FLYING TIGRETTES

Under the colors of The Flying Tiger Line six girls from various BU offices have been bowling every Friday night at the BU Bowling Academy, battling it out for top place in the all-girls league. Some of the girls who are just beginning are learning to put the ball in the strike pocket and holding fairly nice averages.

The team is composed of MARIE SCOTT, Purchasing, who is upholding a nice 140 average; VELMA MUNDY, Insurance, with stance and delivery that is really something; ESTHER COY, ACCTG, just learning and doing a nice job; BETTY EDMUNDSON, Credit, who throws a hard fast ball and is really adept at picking splits; LAVONNE HERALD, Traffic, can really talk her ball into going places (not always the right places) and SUE WARNER, who Captains the team and is President of the League.

\* \* \* \* \*

THE SQUARE DANCE BOOGIE IS BITING! Leona Ross

All of Tabulating has got it and they like it! It might take some managing but why can't The Flying Tigers have their own Club? The Tigers Square.. or.. Flying Tigers Dows & Boots? Come on gals and guys - be a "square". Seriously, its a diversion, its relaxing, its exhilarating and it brings together people who want to have lots of fun at a minimum of expense and it doesn't matter whether you're a CPA - an A & E - a hot pilot or a clerk.

Tabulating "squares" are Leona Ross and husband Paul; Evelyn Fletcher and husband Homer; Dick Yung and wife Lillian. Another ardent "square" is Blair Smith of Personnel.

All interested Flying Tigers will be welcomed - just contact any of the above in Tabulating - Room No. 4 in the BU hangar.

\* \* \* \* \*

SPRING TRAINING - TIGERS SOFT BALL

The Flying Tigers are at last going to have a soft ball team. The Company has consented to buy uniforms, and equipment and enter us in a league at the Burbank Recreation Center. This all depends on the enthusiasm the employees put behind the team.

The games will probably be played at night and we have enough soft ball talent to make a very good team.

First practice was held on February 21st and we had a very good turnout. There will be another on February 24th and the third on Tuesday, March 1st, at the ROSCOE PLAYGROUND, about a mile north of the airport on VINELAND.

This is open to all comers and those interested in playing on the team should contact any of the following:

- JOHN REEVES, Sheet Metal Shop
  - LES BRANCHFLOWER - Bob Ghormley's Crew in Modification
  - JACK STRUDER - Engine Build-up.
- John Reeves

\* \* \* \* \*

TIGER FLYING CLUB -- Thelma Goodman

The Tiger Flying Club plane is once again airborne after minor repairs, a one hundred hour check and the installation of navigation lights for night flying, had it grounded.

The Club invites new members to join. How about it? And now that the plane is flying again there's no excuse for old members not to keep 962E in the air. Summer is coming - there will be plenty of good flying weather - Contact BLAIR SMITH, THELMA GOODMAN or ED TAESCH for that flying time.

\* \* \* \* \*

Of Ships & 'Chutes & Melting Ice  
of Instruments & Things....

From the American Aviation Daily we glean -

that the Air Force has been conducting tests with the six-jet Boeing XB-47 bomber at Seattle, Wash., using a parachute as the jet equivalent of reversible propellers for short landing runs. The parachute is a special 30-foot ribbon type deceleration parachute, which is carried in the tail of the fuselage and unfurled by a cockpit mechanism, just before touching the runway. When released, it slows down the 60-ton bomber, permitting landings on shorter runways than heretofore required.....

\* \* \* \*

that MATS officials have disclosed that maintenance crews in the Berlin air lift have discovered a new use for jet engines. MATS is using the Allison J-33 engine as a wing deicer for the Douglas C-54's engaged in the airlift. The engine is mounted on a truck, directed at an angle where it will sweep the transport's wings, and operated at a low rpm, the hot exhaust gases from the tail pipe clearing ice and frost from the wings.....

\* \* \* \*

an entirely new mechanical altimeter has been introduced by Kollsman Instrument Division of Square D Company, and a limited number of pre-production models are now in the hands of the military services for flight tests.

Kollsman engineers worked on the recommendations for a counter type altimeter and arrived at a unit using a two digit counter and a single indicating needle. The counter is similar in appearance to the counter used for recording accumulated mileage on an automobile speedometer. In operation the counter records the altitude in thousands of feet up to 50,000 ft. while the single needle shows the hundreds of feet in 50-ft increments.

The new instrument required a counter mechanism operating with 1/20th of the torque required for the most sensitive counter previously used. If the pilots find the new configuration desirable there is a likelihood that it would be late in 1949 before models could be made available for commercial use.

\* \* \* \* \*

CURTISS-WRIGHT EXHIBIT - HOTEL BILTMORE

A general-operation exhibit of the Curtiss-Wright rocket engine which will power the BELL X-2 SUPERSONIC research plane, will be included in the "SPAN OF FLIGHT", a series of illuminated models that illustrate aviation progress, to be shown at the Baltimore Hotel, Ballroom, Los Angeles, MARCH 1st.

The exhibit will include static displays of new engines, propellers, electronic and pilotless aircraft and a replica of the Wright Kitty Hawk biplane with a Lowell Thomas documentary motion picture consisting of scenes of early flights of the Wright Brothers and Glenn Curtiss.

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REVIEWING THE RECORDS

Boeing XB-47 6-jet bomber 607.2 mph over 2289 miles. Moses Lake, Washington to Andrews Field, Washington D.C.

Northrop YB-49 8-jet Flying Wing 511.2 mph over 2258 miles. Muroc, Calif. to Andrews Field, Washington D.C.

Lockheed Constellation. Eastern Air Lines' commercial Connie averaged 392 mph to set a new transcontinental record for commercial transports. Los Angeles-New York, 2455 miles in 6 hrs 47 m 13 s.

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TRAFFIC CONFERENCE- January 29 - 30 - 31 - Los Angeles

The home office at Burbank enjoyed the attendance of its station managers at the Traffic Conference conducted the last three days of January.

W. E. Bartling, vice-president, and chairman of the traffic meeting, expressed confidence in the outlook for 1949. "Ideas were exchanged and procedures formulated," he said, "which will lead to better organization of the traffic department and closer cooperation with other units of the company."

Discussing the vital part played by traffic William Bartling said "It has been repeatedly demonstrated that efficient traffic management can save the company both time and money. Essentially it is our job to standardize and simplify our methods and procedures to effect better operation, and the Traffic Department has established this criteria as its 'goal' for 1949."

Some of the major problems that were discussed in open forum included: Methods to reduce OS & D's; TWX procedure; Credit & Collections; Billing; Space Allocation; Pickup & Delivery zones; Special handling of commodities; REA routings; Daily cargo reports; Ground service; Claims.

Attending the meeting from our field offices were Station Managers: W.J. Gunther, NY; Ralph Foster, CG; Ed Hembree DT; Noel C. Gilbert LS; Don Bacon CV; Mike Carnes, SF; Charles Fyrd, BU. - R. W. Prescott, Fred Benninger, George Cussen and Ralph Stump; Dave Gardner, Bill Tufts, Frances Fletcher and Johnny Long attended from the home office.

TRAFFIC TALK - LaVonne Herold

\* \* \* \* \*

LS - Noel Gilbert sent in a note from the St. Louis Star-Times:

"A Flying Tiger Cargo DC-4 enroute from Burbank, California, to New York arrived at Lambert Field last Tuesday and departed 17-minutes later, just ahead of the sleet storm. Included in its cargo were fresh flowers from California, fashionwear, drugs and chemicals"..... according to "Junior" (a name acquired at the Traffic Meeting) FTL in IS received numerous comments in regard to its service into LS during the week of January 24-30. In that period FTL was the only carrier giving any kind of service into the city due to severe icing conditions on the field and low visibility.

BU "Robbie" Robinson in addition to handling freight and performing office routine up at the quonset hut has acquired the title of FTL "pin-up boy".

The handsome face that is there, but seldom seen in publicity pictures taken at the BU station belongs to "Robbie", who appears with back to the camera in order to better display the Flying Tiger name prominently appearing on the white shirt - newspapers having a tendency to crop names off pictures, its pretty hard to cut out the central figure if he happens to be operating the fork lift!

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Then there was the pilot who was 'chuting slowly down to earth, back in Arkansas, when he unexpectedly met a lady "going up" - "Hey, there" he yelled as they drifted together "did you see anything of a P-38 going down?". "No," she shouted back, "did you see anything of a stove going up?"

(Thanks to Geneva Schindler)

SALES CONFERENCE

"The theme for the 1948 sales conference 'Create rather than Imitate' is the platform from which the sales department is determined to make 1949 the 'Break Out Year'," announced Mayo Thomas, general sales manager and chairman of the conference.

In this announcement Mayo Thomas followed up the slogan presented by R. W. Prescott, president, in opening the conference when he said that he felt confident that "1949 would be the break out year for The Tigers.... the year in which the company would be able to break out of the rut"....."The success achieved in 1948," Mayo Thomas continued, "proved that there is an airfreight industry and 1949 is the time to further prove that a profit can be made and that the airfreight business is a stabilized industry."

The meeting which was held on January 29, 30, and 31, at the Hollywood Roosevelt Hotel, was conducted along the line of a general forum, wherein problems of the various districts were discussed and policies and plans for 1949 formulated.

The three days' session proved to be extremely educational and the number of subjects covered through interesting informal talks by each district manager, who had an opportunity to bring his specific problems and ideas out into the open, was indicative of the desirability of these regularly held conferences.

District sales managers covered a wide range of subjects in outlining successful methods employed in creating new business and originating procedures to cover new phases of our operations:- Consignee selling & Sales Training, Bob Hahley, SF; Foreign Freight, C. Greene, SF; Specialty Selling, Bob Anderson, CG; Assembly & Distribution, Don McKay DT; Solicitation off-line points, J. Miller, CV; District Sales Organization, G. Dart, NY.

The home office led discussions on Sales & Traffic planning; Rates & Tariffs; Sales Research & Analysis; Perishables; Interline & Agency Agreements. Blair Smith spoke on Personnel policies, and procedures.

A joint luncheon meeting was held with Traffic and Sales on the 31st, attended by a number of locally prominent traffic managers, who were introduced by George T. Cussen, master of ceremonies: Messrs. Sam Eades, Douglas; Charles O'Malley, IBM; John Colette (Vice-President) Southern California Truck Lines; Jack Becker, Brown-Saltman Furniture Co., Percy Mahan, Lincoln-Mercury; L. J. Rowley, Lockheed; and Gerry Griffin, K.L.M. Royal Dutch Air Lines.

Entertainment was provided by Ed McDermott, Composer, who sang his almost famous creation "No Certificate" and his air-born inspiration "Flo" from St. Jo, Mo."

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FRUIT & VEGETABLE CONVENTION IN CG

Bob Anderson, Bill Akins of CG Sales and Ted Holmgren Du Sales, attended the United Fruit and Vegetable Assoc's National Convention in CG February 14-17 meeting shippers and growers from every section of the country and spreading the good word of FTL airfreight service.

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HOME WAS NEVER LIKE THIS!

With the Fall hunting season in mind a California game farm imported 2250 pheasants from Wisconsin via FTL last week. With the warm 60° Calif. sun pouring down the young speckled game birds were raring to leave their boxes. "Wisconsin", they told each other "was never like this in February".

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TALKS BEFORE ARMY-NAVY GROUP

George T. Cussen spoke before a group of Army & Navy officials at a joint educational conference held at the San Bernardino Army Air Base on February 9. In his 35 minute talk George Cussen outlined the history of the Flying Tiger Line, gave a brief description of the work and service performed in our ATC contract operation and discussed the need for specialized packaging requirements for airfreight movements.

The meeting was in charge of Commander Boyd Louis USN and Lt. Col. John Langdon, USAF, and was held for the purpose of considering shipping, packing, crating and freight handling both on surface and via air.

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FIRST FOR FERGUSON (KC)

In the first scale model contest he ever entered "Fergie" Ferguson walked off with the beautiful Perpetual Trophy awarded by the Olathe (Kan) Optimist Club and a small Permanent Trophy from the Olathe Flying Service. His model, a Capital Beechcraft D-17B was judged for workmanship, beauty and flying ability and outranked a P-51 Mustang entered by the winner of the National Championship Contest at Minneapolis.

Representing 200 hours labor the miniature is a 1" to the foot scale model of Beechcraft's 5-passenger civilian plane, consists of some 250 pieces, has a wing span of 40" and is powered by a 3/4 h.p. gas motor.

The flight was something of an ordeal for Ferguson, since it was a "first flight" for the model and also the first time he had ever operated a control line (70' of steel line attached to the plane to control flight) model.

AMA License No. 5042, held by Ferguson makes him quite a veteran in the model field - licenses now being issued run in the 36,000's.

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VISITS FTL HEADQUARTERS

J. J. CONNELL, Manager, Terminal Freight Handling Corp (Fashion Air) was a welcome visitor at our headquarters this week when he dropped in to see George Cussen.

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V.I.P's ABOARD

Movie folk are never too happy when they are asked to share the spotlight with dogs and horses - they have a habit of "stealing the show". However, DORIS TOWNE, Secty to Fred Benninger, and CO-PILOT JOHN WOODWARD took it very well when called upon to support our VIP (very important pooches) cast which flew east to the Westminster Dog Show at Madison Square Garden.

Blue ribboned and blueblooded bloodhounds were more temperamental than movie stars when asked to pose with a French Poodle, so we settled for a \$2500.00 gold and white cocker spaniel, who, it was disclosed was a woman hater. Doris couldn't coax him out of a forlorn mood even for the camera. Two Dachshunds and the International Champion Boston Terrier proved to be veterans at this posing business and were not at all overcome by the obvious maneuvering of the cream Poodle to steal the limelight.

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TOWNE TOPICS -- Doris Towne

A new word came across our desk this week - "Metrocellullosi" - thinking it might be a new type of vitamin we investigated. It's a vitamin, but not the type for human consumption! Its used in connection with oil production. After being lowered into the well, a charge is "shot" into it and the ensuing explosion perforates the steel casing of the shaft producing a "gusher" - they hope. Very obviously this type of shipment takes special handling and packaging and for the 50 pounds carried by FTL recently special permits had to be obtained from the CAA.

\* \* \* \* \*

Wonder what Treasurer Fred Benninger was doing with that cross-cut saw... Could it be he was cutting the company "out of the woods?"

\* \* \* \* \*

CREDIT UNION OFFICERS ELECTED

At a membership meeting held last Thursday the following officers and committee members were elected for the balance of the year:

President, Blair Smith; Vice-President, Aldo Dipre; Treasurer, Don Ladd; Clerk, Esther Coy; Directors: C. Byrd, Parker Goldsmith and Bob Woodworth.

Credit Committee: Frances Fletcher, Chairman; Bill Mangrove and Harold Rademacher.

Sup. Committee: Ralph Stump, Chairman; Leona Ross and Heart Worth.

It was determined that pass books would be called in by the Treasurer Don Ladd, so that current balances might be posted and initialled by the Treasurer.

All LA personnel are requested to drop their pass books in the collection boxes on the west side of the hanger. Out of town personnel are requested to mail their pass books to Don Ladd (BU Accounting).

It was also decided that the personnel dept. would handle applications for loans and withdrawals from savings for all BU personnel who are requested to transact such requests through the personnel dept.

Personal business which must be taken up with Don Ladd should be transacted at 4:00 p.m. on Monday, Wednesday or Friday. This is necessary in order to decrease the amount of traffic through the accounting dept.

We now have nearly \$11,000.00 in loans to members. All employees are urged to start a regular savings program through their Credit Union in order to accumulate a cash reserve and to earn a good dividend on their savings.

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DEADLINE FOR BLUE CROSS

March 15 is the deadline for application for Blue Cross Hospital and Surgical Insurance. This enrollment applies to those who did not sign up originally and who now wish to join. Apply for cards at the Personnel Department office.

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EMPLOYEE COOPERATION CREDITED

Insurance Company records show that our accident loss factor has dropped 100% in the past year and credit goes to the employees for their whole-hearted cooperation with the Safety Engineer, Lloyd Sherman, and Nurse Duke, and for practicing safety on the job.

For the year 1947 our factor was 24.7% while in 1948 the loss factor dropped to 12% which means a considerable saving in money as well as prestige in the industry.

Keep up the good safety record -  
It will Pay Dividends and may  
Save a Life.

A. L. Ryan in reporting to our insurance company made the following statement:

"The vastly improved loss experience for the policy year just passed cannot be attributed to luck alone, in our estimation. It is our personal belief that the fine work of the Industrial Safety Nurse and the safety engineer employed by The Flying Tiger Line accounts, in a great measure for the favorable loss experience on the year just closed".

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At the regular safety committee meetings held in conjunction with shop supervisory personnel, an interesting sound slide film has been shown under the direction of CARL PARIAM, Safety Engineer of Employees Mutual Insurance.

The film, produced by the National Safety Council, entitled "Foreman and Supervisors Safety Training" is a monthly series dealing with various safety problems and the proper approach to elimination of hazards.

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TIGER REVIEW

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The January issue of your paper came out with a new title and cover - the February issue is sporting a new color. All of this, of course, is in line with the News Bureau's policy of continually endeavoring to improve your monthly publication.

Suggestions are welcome - ABOVE ALL SEND IN YOUR NEWS.

Now is the time to start collecting your briefs for the MARCH issue - the News Bureau will be glad to receive them at any time - however remember that MARCH 16th is the DEADLINE for general news.

The paper will go "to press" on MARCH 23rd and obviously all news must be assembled by the 21st at the latest.

Credit for art work on Page One goes to LLOYD SHERMAN - Plant and Safety Engineer DU.

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