

TIGER REVIEW



Volume 7

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Number 11



SOMETHING TO BE PROUD OF is the safety award presented to The Flying Tiger Line by the Greater Los Angeles Chapter of the National Safety Council. Left to right, Lloyd Sherman, Plant & Safety Engineer; Nurse Duke, FTL's "Lady in White"; Lee Vogel, IAM Union Safety Representative; and Baxter Hall, National Safety Council, presenting the award.

Airfreight Terminal of Future Draws Crowds at 'Perfect Shipping' Show

By Jack DeBar Smith

The Traffic Club of Greater Los Angeles staged on Apr. 22 an event which may well play an important part in transportation's ever-growing need for perfect shipping, when it presented a "Perfect Shipping" show and demonstration at the Santa Fe Railroad Auto Dock in Los Angeles. From the large turn-out, it was evident that people in shipping and related fields are taking definite, progressive steps toward realizing "perfect shipping."

On hand were hundreds of pieces of equipment, from compartmented box cars, fork lifts, scotch-tape, and record-keeping devices, to a scale model of what Lockheed Aircraft Corporation engineers have developed as the future airfreight terminal. This display created more interest than did any of the surface exhibitions.

Particularly interesting were the number of students in at-

tendance at this show whose enthusiasm for airfreight information was exceeded only by their bug-eyed stares at "Miss Perfect Shipping," Joyce Johnson.

Several members of the LAX Sales force attended the show as well as Miss Johnson, who was FTL's contestant for the "Miss Perfect Package" contest and who won by unanimous decision.

FTL's AIR PACK booth displayed improved and better crating, packaging, and cartoning methods. We will tell you more about AIR PACK in the future.

Much good information was gathered at the Auto Dock in the form of new "know how" that can effectively be passed on to customers with shipping problems. Such a show as this is indicative of why America is the envy of the world in transportation.

Only a Quarter a Week

According to Geneva Schindale of the Personnel Department, a count of votes on the proposal for a "Buck of the Month Club" shows that only 123 employees at the Burbank base were able to find time to fill out the sample ballot form distributed at time clocks. Of the 123 votes cast, 71 were for and 52 were against a "Buck of the Month Club."

Personnel Director A. H. Meyer urges all Burbank employees to participate in the voting on this proposal inasmuch as it will be necessary to have a larger percentage of returns before a decision can be reached. If approved, the Buck of the Month Club would provide for donations to charitable organizations such as the Community Chest, Red Cross, and others. The Employees' Welfare Fund would continue to handle contributions to employees activities, athletic groups and company clubs.

Employees should bear in mind that casting a vote for the "Buck of the Month Club" does not authorize a deduction from employees' wages. The voting is merely a means to determine whether or not such a Club should be established.

Company Praised At Presentation Of Safety Award

Chalking up the lowest record of lost time accidents in the company's history. The Flying Tiger Line has received from the Greater Los Angeles Chapter of the National Safety Council a high safety award, Lloyd Sherman, plant and safety engineer of the carrier, announced recently.

Sherman said the record was established although its payroll increased by 148 employees, representing an additional 600,000 man-hours of work, over the preceding year.

Credit for the accomplishment was given by Sherman to the company's safety committee and the full support and cooperation of both employees and management.

The award was based on all phases of company operations, both on the ground and in flying in this country and overseas.

Flying Tiger Line currently employs more than 1,800 people and besides its domestic air freight system, the carrier is the largest individual operator on the Pacific Air Lift to Tokyo.



LEE O'WRIGHT of FTL's Material Control department became the proud bridegroom of pretty **Marion Goss** at the First Baptist Church in Van Nuys on Apr. 3. Congratulations to both.

Six-engine Convair XC-99 double-deck cargo transport, has flown 2,000 hours in USAF operation, carrying freight at a reported cost of 11 cents a ton-mile.

Smith will be responsible for the supervision of 450 flight personnel, including pilots, navigators and stewardesses.

Goldsmith To Head Flight Operations

John P. Goldsmith has been appointed as superintendent of flight operations for FTL.

Goldsmith replaces John E. Long who has resigned to return to active duty as captain on the Flying Tigers' overseas operations after six years as superintendent of flight operations.

After three years in the service of the Air Force, Goldsmith joined the company as a pilot in March, 1946. For the past two years he has been based at Newark as manager of the Tigers' eastern operations. In his new position as superintendent of flight operations, Gold-



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The Flying Tiger Line Inc.

Lockheed Air Terminal, Burbank, California

Len Kimball Public Relations Director
 Dode Penrod TigerReview Editor
 Norma Saylor Circulation Manager

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

YOU MAY BE GUILTY!

If a child dies or is crippled by polio, YOU MAY BE GUILTY! Yes, only through you, by your donating blood to the Red Cross, can they supply the precious substance that will destroy polio virus.

Gamma globulin, "GG," is a derivative of blood which contains antibodies that attack the polio virus. One dose may protect an individual against the paralysis from polio for the period of the second through the fifth week following injection. When gamma globulin is injected into a child exposed to polio, chances are reduced that he will contract the disease—but if he does, the crippling effect which usually follows will be entirely eliminated or greatly modified.

It takes a little more than one pint of whole blood to produce an average dose of gamma globulin. In addition to providing "GG", the Red Cross must continue collecting blood to meet the day-by-day needs of civilian hospitals, of the Korean wounded, and of the nation's plasma and albumin reserve. In all, the Red Cross—and private blood banks cooperating with it—must collect blood at the rate of 5 million pints a year!

On June 5, from 1 to 5:30 p.m., the Red Cross Mobile Blood Bank will be at the FTL hangar in Burbank. This is your opportunity to give your blood to save a life. Answer the call of your Red Cross by contacting Nurse Duke or the Personnel Department and making arrangements to donate a pint of blood on June 5. Let's ALL fight polio!

Sneak Preview

The big annual Tigers' picnic is less than a month and a half away and a sneak preview is in order. Here's the scoop:

SOMETHING OLD: Once again old-timers will be awarded five-year pins. At past picnics and Christmas parties a total of 140 five-year pins have been presented to loyal Tigers.

SOMETHING NEW: You bet your life! New picnic grounds have been chosen for the 1953 Annual Picnic and this year Tigers will troop to Mountain Oaks Park in La Crescenta. Directions and a map will be printed in the next issue of the TigerReview.

SOMETHING BORROWED: The Tigers will borrow (for a fee, of course) all kinds of rides for the kiddies and a band for dancing.

SOMETHING BLUE: Negotiations are underway with the California Chamber of Commerce to furnish blue skies for the entire day, Sunday, June 28.

MORE ABOUT THE PICNIC IN THE NEXT ISSUE.

Rummagin' Around the Ready Room

By Virginia Lindstrom

Charlie and Pat Hicks have welcomed another baby boy, Apr. 21, weighing 8 lbs. 12 oz. As this was almost certain to be a girl, no boy names had been chosen at the time.

Mark Devereaux met up with a big Swede (I have one of those at home) who was seven feet tall and three feet across and who was slightly discourteous. Being a very nice gentleman, Mark was a bit annoyed with the Swede. This resulted in a slight altercation, or "three bounces," for the Swede. Mark emerged with a broken little finger and a well-satisfied pride. Mr. and Mrs. Devereaux visited the West Coast while his hand was mending.

Jack Wanzer is in the hospital for surgery at this writing.

Have you seen Captain Jack Martin? Rumor has it that he lost 26 pounds and I believe every ounce of that one. He looks real fine and the gals are putting him on their voting list for the handsomest pilot of the month.

With a very clever announcement picturing the "Tiger Cub" in the role of the traditional stork and the "Long Distance Flight Plan" showing markings, type, gross weight and all information, the George Murrays advise the arrival of Gale Ellen on Apr. 21.

A cordial welcome to J. Parker Goldsmith, replacing Johnny Long. All of the Flight Operations Department extend their complete cooperation.

"Glad to have you aboard" to new co-pilots John Ivie, Duane Crandall, Sterling Blackwell, James McDonnell, Jr., James D. Wattenbarger, Thomas Barclay, Raymond Zurcher, William Buttner, Jr., Howard Knudsen, Wilbur Freeman, Richard Gaarde, Ken Carlson, William A. Schultz, La Mont Shadowns, Louis Rehr, Donald Johnson. And to new stewardesses Elsie Biagini, Marilyn Smith, Rose Gorham, Bland Lane, Barbara Steen, La Ruc Kessler, Gloria Green.

Luncheon followed by a meeting of the board of The Flying Tigriss Club was held on May 8 at the home of Mrs. G. A. (Addie) Bock. The regular dinner-business meeting will be held on Tuesday, May 19, at 7 p.m. at the Candlelight Inn in Glendale. Reservations should be made with Betty Lou Allen, 5461 Tilden Ave., Van Nuys, phone STate 0-2706. The club is planning a luncheon and fashion show for June 29. New members of the club are as follows: Mrs. C. A. Moffett, Mrs. J. P.

Goldsmith, Mrs. Betty LeClerc, Mrs. R. F. Knaptton, Mrs. A. C. Rector, Mrs. E. N. Gunderson, Mrs. E. Long, Mrs. N. E. Tilden, Mrs. R. A. Taggart, Mrs. B. S. Paganini, Mrs. R. K. Aldrich, Mrs. R. A. Stuelke, Mrs. J. D. Woodward, Mrs. J. R. Dobson, Mrs. W. H. Bitner, Mrs. H. L. Aiken, Mrs. J. W. DeKramer, Mrs. H. R. Brown, Mrs. C. R. Sharp, and Mrs. D. Ventresca.



Introducing little Miss Sally Ann Shelton, 11 months old, lovely daughter of Mrs. Velma and Captain Gil Shelton.

Tim Huntley and Bob Martin recently attended the Wet Ditching Drill given by the Coast Guard in Honolulu. Pretty rough seas, they report, for a 20-man life raft. Regarding wet ditching drills, "Don't knock it unless you've tried it."

Handsomest pilot of the month: Mark Starr. There was no dispute in the office about this. The vote was "Mark Starr." "Mark Starr." "Mark Starr." "Mark Starr." "Mark Starr." "Mark Starr."

Absolutely no response was received regarding the proposed "pin-up" picture to appear each month, nor was a picture submitted for this month. You didn't like the idea? Or is it a typical pilot attitude of waiting until 30 days after the deadline date?

Accident-free flight operation for more than a year was completed recently by Military Air Transport Service's Pacific Division carrying an estimated 235,000 passengers and 35,000 tons of cargo and mail in a period of 115,000 flying hours.

Customer Quips

By Jack DeBar Smith

A salesman reports this after phoning a number of chemical companies one morning.

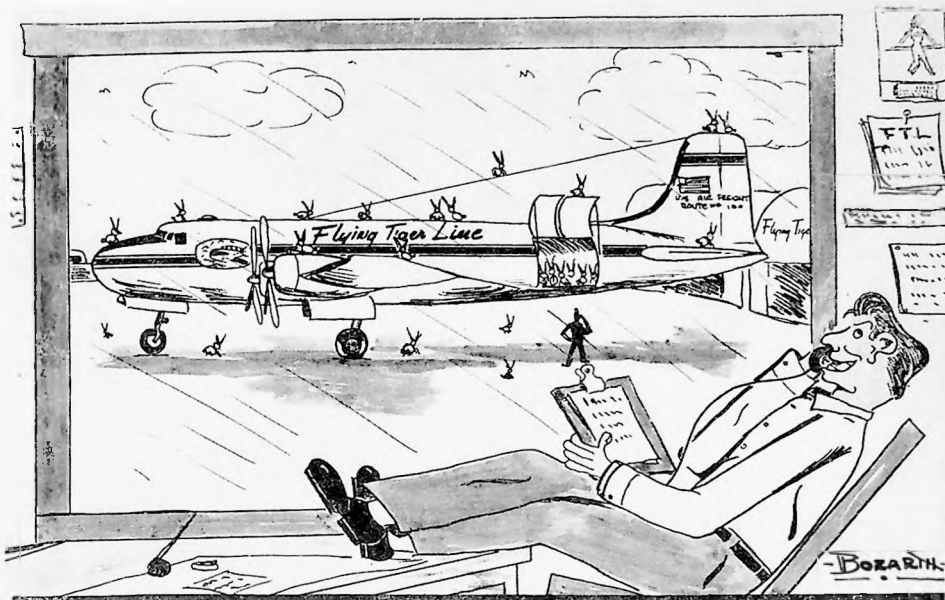
A PBX operator said: "One moment, please." After a brief moment, she came back with "Good morning. Drop dead." So our salesman, looking down at his call sheet, took in the company name, forgot his temper and continued with the call. The name of the company is Drop Dead Co., Insecticide Manufacturer.

From Toledo, George F. Tornay has this one for the book. An FTL driver, Eddie Bogert, went to the Toledo Trust Bank to pick up a small package destined for New York. Eddie walked into the bank, went up to the teller's window and stated he was there for a pick up. The teller jumped back with bug eyes and gasped "A STICK-UP?" Before Eddie could restate himself, two burly guards started to close in on our hapless driver. However, it ended all right when the man making the shipment came to his rescue. When Eddie returned to the office that evening he said he would be more careful about pick ups at banks. "I wonder what the man meant about phonetics?"

Attention all sales offices, and all personnel: If you have a good Customer Quip or a comical situation that has developed in the line of FTL business, send them in to J. D. Smith, LAX sales. We'll tell all hands about your experience.



—Photo by Lloyd Sherman
CAPTAIN JOHN E. LONG portrays a man happy to be flying again! Captain Johnny was given a farewell party on Apr. 24 by the Flight Operations Department at Burbank and presented with a pen and pencil.



"ABOUT THOSE 6 RABBITS YOU ORDERED FROM DENVER, MR. FISHER. I'VE GOT NEWS FOR YOU!"

Leads From

The Leper Colony

By E. J. Abraham

Riddle Airlines accepted the first C-46 (N-4870V) of the six that Tigers are overhauling for them. This twin engine monster proved to be just as BIG a headache as any overhaul we have ever done. Again thanks are in order from the mod inspectors to the leadmen and mechanics for their help.

Cliff Scott, local boy, was passing out the stogies for his new son, Gary. Cliff burned several gallons of gas going to and from the drug-store getting the essential parts and equipment required for the raising of a son.

Jack Dupree, lead inspector at large, returned from Europe with his MG. Despite all reports, Jack's junior jag did not demolish the buffet of 940.

Walt Loeffler finally got the Marine Corps straightened out on his score on the rifle match in which he recently competed. Walt was also awarded a trophy by his fellow members of the FTL Gun club. Walter is the brightest star in the heavens of the local gun shooting circles.

Geo Maruyama, out foreman, returned from a trip over the FTL system. Ole Geo reported much cold weather on his trip.



—Photo by Gourley

A DAY IN THE LIFE of a salesman—It's a topsy-turvey world. Chuck Green, SFO District Sales Manager, demonstrates in his inimitable way just how a salesman feels late in the day after the first storm of asparagus shipments hit the station. Harrassed and still a little punchy, he murmurs, "Lessee, where was I?"

CLASSIFIEDS.

FREE TO ALL FTL EMPLOYEES

Mail your ads to Lillian Colman, Rm. 210, FTL General Office Building. All ads must be submitted no later than the first day of each month and will not be renewed unless requested.

FOR SALE

Automobiles
 '49 DE SOTO, Beant Valencia blue. Clean, neat, loaded with extras. Hembree, Ext. 225.
 '50 STUDE CHAMP, 4-dr. Regal deluxe, \$1425. Over 300 extras, like new, sitting on blocks past 1 1/2 yrs. Can be seen in Pacoima. Write John M. Davidson, FTL Honolulu Int. A'port, Honolulu, Hawaii.

Miscellaneous
 ELECT. MTRS. 1 & 3 phases, new or used Bargain prices. Paul Hawkins, FTL Line Elect.

CHINCHILLAS—Shop first but see us before U buy. Spec. low price for Tigers. All graded guaranteed animals. "Catfish" Raine, EM 2-5893; "Duke" Headman, EX 3-5970; Tom Haywood, AX 3-5872.

CHINCHILLAS—Time payment. R. J. Raine, EM 2-5893.

MEN'S top quality roller skates, size 9 1/2 black shoes. Cost. \$65 Make offer. Charlotte Waltz, Bur.

HELP WANTED
FLIGHT LINE MECHS. Instrument Mechs. Hvy & Public Mechs. Radio Mechs. Stock Clerks (A & N Parts exp.)

INSURANCE—AUTO. Fire, Health, Accident. Premium financed. R. J. Raine House of Ins. EM 2-5893. DU 9-3123.

WORKING MOTHERS—If U are having child care problems during working hours and live in Van Nuys area, call Mrs. Young, ST 0-6070.
WE NEED coat hangars for acct. impossible to buy. How about it FTL employees? Clean out your closets and give us your excess wire hangars. Sol Bisk, Supply Dept.
NEED a good-cutting lawn mower with ball bearing wheels. Colman, Ext. 268.



SALES MEETING SUCCESS—After a two-day session at the Hollywood Roosevelt Hotel in Hollywood, the Western Regional Sales Meeting held Apr. 27, 28 and 29 was concluded in the conference room of FTL's general office building at Burbank, above.

In the picture, seated in the left row, are LAX salesmen Hal Hammond, Jack Smith, Stan Rouse, Mac Cress, Doug Howard, and Bob Allen. Seated around the table, left to right, are Ted Holmgren, Los Angeles DSM; Bill Staley, Manager Rates and Tariffs; Dick Johnson, Portland DSM; George Zettler, Oakland CSM; George Dart,

Eastern Regional Sales Manager; Ernie Kruttschnitt, Westiern Regional Sales Manager; Lola Robinson, secretary to Bob Woodworth; Mayo Thomas, Manager International and Agency Sales; Barry Rogers, Seattle DSM; Johnny Desbrow, LAX Salesman; Bill Kendel, San Diego DSM; Chuck Greene, San Francisco DSM; and Mike Acosta, Los Angeles CSM. Standing: Bill Tufts, Manager Insurance and Claims; Dode Penrod, Public Relations Assistant; Bob Woodworth, General Sales Manager; and Len Kimball, Director of Public Relations.

That LOOK—and How They Get It

By Nancy King

Have you ever wondered about the strange "look" agents and dispatchers wear? This "typical" scene at CHI Station may give some idea of how it develops.

Time is late evening. Four flights are on the ground, the cargo crew is short-handed, and the office crew is loading freight. A dispatcher is taking care of the flights, trying to cut bills needed on one of the flights, and receiving the brunt of questions fired by eight or ten on-hand crew members.

Curtain rises. Our dispatcher is seen with one phone in his hand, another off the hook to be grabbed as soon as he gets rid of the call he has. Another phone starts to ring. Not wishing to keep anyone ringing without an answer, he lifts the third phone intending courteously to ask the party to hold one minute, but an insistent voice cuts him short.

"Good evening (oh yeah?) Flying Tiger Line."

"Hello. I hope you can help

me. I need some information."

A reach for the Rate Book.

"This may sound silly to you."

"Yes?" expectantly.

"I do hope you can help me."

"Yes, yes," impatiently.

"You see, my young son will have a test in school tomorrow, and one question he must answer is 'What was the travel time between New York and San Francisco in 1893?'"

"Well, I --" began our hero.

"Oh! were airplanes FLYING then?"

"Well, Madame, not many. You see --" (all the time interruptions).

"Then what was the travel time? Oh! and he has to tell what the travel time is today. Of course you can tell me that."

"That would, of course, depend on the type of aircraft. However, a modern fast airplane non-stop from New York to San Francisco, takes about ten hours. I think that figure is a safe answer, Madame."

What is a Customer?

A CUSTOMER is the most important person in this place—a person, by mail, or by telephone.

A CUSTOMER is not dependent on us—we are dependent on him.

A CUSTOMER is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

A CUSTOMER is not an outsider to our business—he is part of it.

A CUSTOMER is not a cold statistic—he is a flesh and blood human being with feelings and emotions like our own, and with biases and prejudices.

A CUSTOMER is a person who brings us his wants. It is our job to handle them profitably to him and to ourselves.

"Oh, I do thank you very much."
"Quite all right, Madame."
(Chuck!) "Glad to do it. Good Night."

—Submitted by Walt Cashau—
CHI Dispatcher.

Late for Dinner

He'd been in a hurry all his life. He talked fast, he thought fast, he drove fast, and he died as he had lived—speeding.

Eager to get home because he was late for dinner, he said to himself he'd do the 63 miles in one hour flat. He should have been warned when he had to swerve to miss that big bus that was entering the highway as he zoomed up over the nearby hill.

He didn't have time enough to stop when the car filled with ball players slid out of the Municipal Park road to head back toward the city. He hit it broadside and both cars skidded 50 feet before they hurtled down the embankment.

He killed himself and three occupants of the car he hit. He sent the other two ball players to the hospital for six months. The entire calamity was over in less than a minute.

The best year-round thermometer is a warm heart and a cool head.

Collecting Shells Has Its Risks As Art Meyer Can Remember

By Shelley Green

It was while he was stationed on Eniwetok Atoll, a coral reef in the Marshall Islands, as Overseas Personnel Director for Holmes & Narver, Inc., that ART MEYER became interested in shell diving. A group of five formed a "Skin Diving" Club which was the only form of recreation available to them on those barren isles.

Skin diving is just what the name implies. The diver wears nothing but trunks, swimming fins, and a rubber mask with a round plateglass covering the forehead and nose to the upper lip. A Navy "M" landing craft was at their disposal and every Sunday saw them taking off into the 35-mile-wide lagoon.

"Prowling around under water in search of unusual shells, we ran into every size and shape of fish—all with fantastic coloring. There were sharks, but mostly sand shark which isn't dangerous unless in packs of 15 or so. Manta ray were plentiful, too. If I came within five or six feet of a ray I didn't dare get any closer."

It is impossible to describe Art's fascinating collection of shells, which range in size from 1 to 12 inches. They must be seen to be appreciated.

The HELMET CONCH is one of the larger species, with pale shadings that culminate in a beautiful orange. The conches were usually found on the sandy bottom of the lagoon in a slow current of water at a depth of 25 to 30 feet.

The LEOPARD SHELLS are spotted exactly like the skin of the animal. They fasten onto a coral reef and hang upside down so that it is difficult to see them from above.

A prize is the SPIDER SHELL. It has prongs sticking out on all sides in such a way as to suggest a spider. During the year Art was on Eniwetok only two Spider Shells were brought up. He is justly proud of his. "I made my deepest dive of 42 feet to get that shell. As a result I had a hemorrhage in both eardrums. That's a little too deep to go without oxygen."

A companion is the FINGER SHELL, which has prongs on one side only. Art has several of these beauties.

The CATSEYE SHELL is a lovely thing. It is smaller, and the outer part is tinted in blues and purples. The "door" to which the animal is attached is the part

which, when polished, is used for making jewelry. In the Islands the Catseye can be purchased for 25c, whereas the Helmet Conch frequently commands as much as \$30.

Speaking of money, the COWRIE, a small yellowish-white glossy shell in Art's collection, is used as a medium of monetary exchange in the Islands. It, too, is pretty enough to be made into jewelry.

Art had his adventures while skin diving. One time he was swimming through a valley in the coral. Another valley converged upon it and as he approached his new thoroughfare, a shark appeared. "I don't know who was frightened of whom—but I know the shark took off and so did I!"

There were eels which were very, very vicious. They'd snap at anything. They were built like a snake, about an inch in diameter and up to 18 inches long. "The largest eel I saw had his head sticking out of a rock. I didn't disturb him. He looked to be about 2½" in diameter. I have no idea how long he was because I didn't stay to investigate."

The manta ray also gave him a scare. Art was on the surface with head underwater when the ray saw him and came swimming with its peculiar grace toward the spot where Art floated. It circled around him at a distance of a few feet, and after making five tours decided he was harmless and swam to other fields. The bad aspect was that Art was alone. There was a rule that when anyone went skin diving they should travel in pairs. Art had neglected to take a companion.

The killer clam is one to beware. Why? because it keeps its "jaws" open in order to trap any tidbit that might float down through the water; and if a diver's foot or arm accidentally floated into that trap it was "agoner", for the killer clam never lets go. While Art was in the South Pacific they brought up one killer clam weighing 285 pounds. It took five men in the boat and two underwater to hoist it to the surface. Even then they had to tow the huge clam to a larger boat.

So, like anything else, skin diving has its perils. But the beauty that Art brought back with him is wonderful compensation for the hazards encountered.



—Photo by Lloyd Sherman

ART MEYER, Personnel Director for FTL, displays part of shell collection he brought back from the South Pacific. To the extreme left are pieces of coral. Behind the coral is the Helmet Conch and directly to its right is a Finger Shell. The rare Spider Shell is in front of these. The Leopard Shells are self-identifiable. Mr. Meyer is holding a spike which was broken off the Sea Urchin to which he is pointing. The Catseye is in the front row, fourth from the right. The shell from which it comes is the second one from the right in the second row. It is unfortunate that the camera could not capture the delicate colorings which are the true beauty of these shells.

ADMINISTRATIVE VOCABULARY

It is in process—so wrapped up in red tape that the situation is almost hopeless.

We'll look into it—by the time the wheel makes a full turn, we assume that you will have forgotten about it too.

A program—any assignment that cannot be completed by one telephone call.

Expedite—to combine confusion with commotion.

Channels—the trail left by inter-office memos.

Coordinator—the guy who has a desk between two expeditors.

Consultant (or expert)—any ordinary guy more than 50 miles from home.

To activate—to make carbons and add more names to the memo.

To implement a program—add more names to the memo.

Under Consideration—never heard of it.

Under active consideration—We're looking in the files for it.

A meeting—a mass mulling by masterminds.

A conference—a place where conversation is substituted for the dreariness of labor.

To negotiate—a meeting of the minds without a knocking together of heads.

Reorientation—getting used to work again.

Reliable Source—the guy you just met.

Informed source—the guy who told the guy you just met.

Unimpeachable source—the guy who started the rumor to begin with.

A clarification—to fill in the background with so many details that the foreground goes underground.

We're making a survey—we need more time to think of an answer.

To note and initial—let's spread around the responsibility for this. See me or let's discuss—come down to my office, I'm lonesome and need help.

Let's get together on this—I'm assuming you're as confused as I am.

Give us the benefit of your present thinking—We will listen to what you have to say as long as it doesn't interfere with what we have already decided to do.



FTL TABULATING Department during a change in shift—tab machine operators and the keypunching crew.

Tab Processes 100,000 Cards a Month

Tabulating, whose widely diversified projects involve the business of virtually every other department in the company, presents an insight into records-keeping on a volume basis.

In its two major functions, punching tab cards and processing them through tabulating machines, this department develops approximately 25 different reports from its battery of International Business Machines. Biggest routine projects include payrolls, accounts receivable and payable, revenue accounting and flight report.

Dick Yung, an old-timer from an IBM standpoint, directs the operation of the department which was established in February, 1947. From its modest beginning, with one keypunch operator and one machine operator, the work consisted primarily in compiling payrolls.

The period during the A.T.C. contract of 1947 and 1948 brought a great demand upon the facilities of the department and after long hours and hard work, many more

jobs were developed which the machines could rapidly perform.

In the six years of its existence, Tabulating has become a sizeable installation with six keypunch operators working a two-shift schedule. The current monthly work load exceeds 100,000 punched cards and tabulating machine card cycles totaling many millions.

In addition to the current projects undertaken and meeting the respective deadlines established, this department is frequently called upon to find solutions to new problems attendant with the company's growth.

"We are constantly experimenting," Yung declares, "for methods whereby we can acquire even greater utilization from our machines and as a result, improve the services we offer."

Along this line, Tabulating first analyzes the project to determine whether or not it is practical. Much of this depends upon a correct source of information and sound analytic powers of the persons setting up the work.

In this type of work Dick stress-

es accuracy above all and this is found in the constant check and re-check process of his work. The small percentage of error in this department indicates that this accuracy is well-obtained.

Buffalo was the scene of Dick's earlier life where, at the Curtiss-Wright plant in 1935, he became interested in IBM. Around about 1940 he married and took a honeymoon trip to California. Dick and his bride liked this part of the country so well they decided to stay. Accordingly, Dick became associated with Lockheed in their Tabulating Department as a systems analyst and ultimately became IBM Group Supervisor.

With twelve years of solid tabulating know-how behind him, Dick came over to FTL and has established himself as one of the leaders in his field. In addition to his regular tabulating activities, Dick helped to organize the Credit Union and has been associated in some phase of its administration ever since; he is presently Credit Union treasurer.

The Hangar Line

By Paul Hawkins

Auggie Droll was here at BUR from Honolulu for a few days on business. He looked well tanned, from the sun on the golf course no doubt. Auggie has worked for Tigers since Mines Field days and has been in Honolulu for a year and a half. He says his wife does not ever want to leave the Islands.

The Tigers are now flying the labor movement to and from Mexico again.

A. E. Nelson, Lead Electrician, made a trip to Fairfield on 433 working on the "1?-*!!" blamed heaters. He believes that they are in better shape now than ever.

John Dewey and George Maruyama visited most of our outlying stations on a reconnaissance tour for Al Goldberg.

Leo O'Neill, Frank Romero and Earl Marshall have returned to the Flight Line after several days home with the "Miserics."

No. 441 is going through the shop for major overhaul now.

Heard on the ramp:

1st mech. "Hay Al, what is this switch for?"

2nd mech. "It beats the heck out of me, Lieutenant. I am not the regular crew chief."

Dawn Society Grows

Del Florzak, FTL Stewardess recently in from the Pacific, stopped by SFO enroute home to BUR and asked for ten application forms for the Dawn Society of San Francisco eye bank pledges. Del wants to donate her own eyes and also pass the word on to nine friends. (A very nice gesture, Del!)

When people start trying to get out of this country, instead of forming lines trying to get in, then we can start worrying about the capitalistic system.



In using hand tools, select the right tools for the job. Be sure they are in good condition; that you know how to use them properly.

AMERICAN MUTUAL LIABILITY INSURANCE CO.

Son for Joe Ramirez

The last day of April found SFO deep under a cigar fog. Joe Ramirez, one of the Truck Driver Trio featured in April Tiger Review, became the father of a P'il gal, born on Joe's own birthday. It's his third, and if Joe runs true to form, the new daughter will soon be modeling before his camera lens.

A conductor noted a woman passenger with a brood of ten youngsters and asked, "Madam, are all these yours, or is it a picnic!"

See 'Scouting in Action'

More than 35,000 members of the Los Angeles Boy Scout Council will have an opportunity to learn the best techniques of selling during the ticket sales campaign for a dramatic demonstration of "Scouting in Action". The show, sponsored by the Los Angeles Newspaper Publishers Association, will be held June 5 and 6 at the Los Angeles Memorial Coliseum. Proceeds from the sale of tickets go to the various Scout groups for purchase of camp and handicraft equipment and for defraying summer camp expenses.