

# 空運大隊



空運大隊出版第一卷三十期

卅七年三月十五日

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中華民國三十七年三月十五日

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▲一卷十三期▼

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(專供本隊人員閱讀，由人事處依期分送。)

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陳納德將軍於三月一日接獲美衆院外交委員會急電兩通，促渠返美報告中國情形及渠對援華之意見後，業於六日晨偕夫人，乘西北航空公司飛機，取道東京返華府。

陳將軍返美前曾對本市某報記者，談美國援華意見。渠認為「僅賴財政，經濟援助」不能「挽救目前之嚴重局勢」，軍事援華，「不獨需要，且為不可或缺者。」

與陳將軍同時被邀返美者，為麥克瑟元帥。麥帥以公忙，不克親自出席。渠對援華之意見書，則早已送交外交委員會主席伊登。

### 第十四空軍五週年紀

上海訊——三月十日為美國第十四空軍成立五週年紀念日。是日晚上七時半，梅其駒將軍特假大西路樂意飯店內，設宴招待前飛虎隊隊員。

陳納德將軍本擬於該日舉行盛大鷄尾酒會，後以被邀返美，乃不得不將該慶祝會取消。故梅將軍之晚宴乃單獨舉行而補充該慶祝會者。

是會內，梅將軍特備有巨型「飛虎隊員生日蛋糕」一只，並編讀接獲之祝詞，計國防部白崇禧將軍賀電一封，國防部次長鄭介民賀函一件，陝西省主席祝紹周賀電一封，同時雲南省主席龍雲賀函一件。

### 封面說明

本期中文封面為陳將軍夫婦離華赴美前攝於機場內。由左至右為梅其駒將軍，本公司營業部主任陳廣沅，陳將軍夫婦，杜聿明將軍夫婦，針伯炎上校，李明揚將軍，營業部陳熊文君，山西省閩主席代表朱點將軍。

英文封面為機師羅勃勃脫亞爾之照。其時渠正於本公司C-47型機上開駛。渠之飛機乃日前由瀋陽至青島途中受紅星機襲擊者。

### 組織疊球隊

最近本隊的運動風氣，盛極一時。

我們有廣州的籃球隊組成在先，後又有我們外國職員的木球隊。這兩球隊都上過戰場，講起成績來雖然不能令人翹起姆指說聲「頂好」，可是，也有足以使我們覺得自傲的地方。

這一兩個星期來組織疊球隊，的口號驟然經常地掛在我們那些運動熱心家的口邊。於是乎，我們便出發到處訪問，結果發現我們的外國職員中，的確有幾位疊球能手。組織疊球隊便成了一件不可避免的事情了。

我們在本刊英文版第八頁，附上加入球隊表格一紙。凡對疊球有興趣者，請將該表剪下填好，寄交本隊新聞組便可。





# 中國的運輸與倉庫問題

陳廣沅

運輸工具的缺乏是使中國經濟不能發展的最主要因素。中國運輸制度的管理是世界上效率最高和無可比擬的。下列一表便能說明我所說的運輸工具缺乏的情形了：

## 主要國家的運輸工具

國家	若干方哩有 一哩鐵路	若干方哩有 一哩公路	若干方哩有 一百噸船位
1 美國大陸	一一·二	〇·九八	二五·〇〇
2 英倫三島	四·〇	〇·五二	〇·五三
3 法國	五三·〇	〇·六一	七九·五〇
4 蘇聯	一六一·〇	四·八六	六四〇·〇〇
5 德國本部	五·〇	〇·六九	三·四〇
6 日本本部	九·五	〇·二五	二·九〇
7 意大利	一〇·五	〇·六八	三·六〇

從這個表我們注意到英倫三島是鐵路最發達的地方；因為每方四哩便有一哩的鐵路。日本本部是公路最發達的地方；因為每四分之一方哩便有一哩公路。英倫三島是以輪船事業稱著的，因為每半方哩便有一百噸位的船。表內指出蘇聯是發展最低的國家。要是中國希望能發展到這些國家中工業化程度最低的國家，即是蘇聯那樣，她必得在

；不過中國的海岸線比較蘇聯的海岸線長。假使我們要發展到這個程度，中國便需要二二，五〇〇哩的鐵路，二二五，〇〇〇噸位的船隻和各式各樣的船隻共四，四五〇，〇〇〇噸位。中國目前有多少這些設備呢？她有一〇，〇〇〇哩左右的鐵路，六〇〇哩左右的公路，以及五〇〇噸位的船隻。因之，要是我們希望達到工業發展的最大限度，在最近的將來除了目前進行的後員工作外，我們還需要建造一二，五〇〇哩的鐵路，一六五，〇〇〇哩的公路和大約四，〇〇〇噸位的船隻。

運輸工具的不夠已經是大眾所周知的事實了。為着工業化中國和發掘幾千年來埋藏在內地地下的富源起見，我們應每年建造更多的交通工具。有人批評中國管理制度效率的低落。中國運輸管理制度的實況便能將這些批評加以否認。管理中國運輸的最高機構是交通部。每天早上十點鐘以前，一切有關運輸的報告都是交到交通部轉報中書去。這中心站把那些報告加以組織和整理後便轉呈部長主持的會報。任何有關改良或管理錯誤的問題，立刻的由部長就地解決，會報結束後，命令便立刻迅速地傳到各省。這樣的一種管理制度是任何一個國家內任何的運輸公司或運輸部所不能比擬的。甚至美國新聯邦商務管理處也沒有這樣一種報告和發施命令的制度。鐵道管理也是世界任何

央行車指揮號誌制度的設備；要是有一種設備，這條路的功效，將能雙倍的增加。

試舉一件小事來證明中國鐵道管理的效率。有一天我乘夜車到南京去。抵達辦公室後我發現我的錶在臥車上失落了。兩小時後我回到車站去問站長，他們曾否在臥車內找到我那只遺失的愛爾萊錶。用了五分鐘的時間查看他們的紀錄本子後，他們從架子上的一小格內拿出一只信封來，信封內便是我的那只錶。沒有官樣文章的手續，沒有小賬。我們不能不欽佩在那鐵路上的工作人員，那管理效能透過了組織的各階段。

其他的鐵路也每天的在改善它們的管理制度。浙贛鐵路在舉行杭州金華間復軌紀念的一天，全程路祇費去四半小時。戰前，從錢塘江南岸到金華車站的一段路程，規定行十二小時。現在從杭州車站經錢塘江鐵橋到金華車站去，祇需要三分之一約時間。從這些事情上我們便能看出，中國的運輸交通人員，正在盡着最大的努力，並且是各種事業中工作效率最高者。鐵路如此，水路，公路，空運亦莫不如是。

倘若中國設有更多的運輸工具，則中國的經濟必定能改善。人民對運輸方面的要求，是一直在增加的。建造鐵路，公路和船隻是要時間的。即使中國的工程師能加緊的建造鐵路，一年之內能夠完成二千哩路的話，完成那所需

有完成之前，暫時之內人民還是需要交通運輸工具的。這便是我們需要航空交通的時候了。昆明，蘭州，迪化和其他水陸兩路不通的城市是至需要航空運輸的。就是水陸兩路都能通達的地方，航空運輸的價錢仍然比較便宜。

我有一位朋友從北平買了一張古董桌子重一百廿磅。他要把它運到上海來。他訪問了一切的運輸公司，打聽運送到上海的價錢。運送的手續包括，裝箱，從原處運到火車站，把它放到倉庫去再從倉庫取出搬到天津去的火車，從火車抬下又放到倉庫去，從倉庫取出用卡車裝送到碼頭倉庫去，從碼頭倉庫取出運上船送到上海去。在上海把它卸下放進倉庫去，再從倉庫用卡車運送到他的家去。這樣的費用共計是相當於美金六十元的價錢。他於是把這桌子當作貨物由本公司飛機運送。他所付費用總計相當於美金二十元的價錢。經過這一次的經驗後，我的朋友講給所有的古董店聽，空運貨物到上海去比其他任何一種的運輸便宜。這顯明地表示出，中國在其他運輸交通工具沒有建造完成以前，對於航空運輸，是有着迫切的需要。

至於中國的倉庫問題，我們必須明瞭，倉庫是一切運輸系統的一部份，中國目前的倉庫祇適合於目前那些不充實的運輸制度。等到更多的鐵路，公路，船隻建造完竣時，同樣份量的倉庫是需要建造起來的。

中國運輸交通的需要，是不用再強調的了。



### ▲飛機模型運動開始▼

第一批的模型飛機抵達了！這些模型是美國的孩子們送給中國對航空發生興趣的孩子們的。它們的抵達可能給以中美兩國今後的友誼與了解上一更密切關係的堅固基礎。

在這第一批的模型中米蘇里州坎薩斯城內的「勃脫茂尼飛機模型社」，捐贈了一百架以上的飛機模型。他們並表示，他們願意供給更多更好以及程度較深諸如無線電控制，機器控制等等的模型飛機。

陳納德將軍已經答應負責替他們在中國分配這些模型因此。在一個星期五的晚上（三月五日），南京路新雅酒樓內便有一群年青的中國孩子聚集着。他們便是「颶風航空研究會」和「交通大學航空模型研製會」的會員。這兩研究會是陳將軍揀選出來，作為發展中國飛機模型運動的核心。

在席間，這些對中國航空有着極大興趣的青年人，坦白直率地訴說，中國飛機模型運動之所以不能順利發展，大部份是因為缺乏材料的原故。所以他們希望美國的孩子們，能幫助他們收集這些缺乏的材料。他們並且預備和那些捐贈模型給他們的美國孩子通信。

我們正在與機場接洽准許這兩研究會的會員，進入機場去試飛各種的飛機模型。我們並將邀請民航局參加我們這一運動。

陳將軍將會在華盛頓訪問美國飛機模型社的負責人的

### 新訂薪級制度

上海訊——本隊最近重新訂以五年時間為基礎之薪級制度，自三月八日起付諸實施。

該薪級制度規定凡本隊正式職員，除飛行報務員及副機師外，不論居何職位，在何部門工作，均一律遵照該制度之規定而增薪。同時，此制度乃備作每年度自動增薪及因服務成績超卓而增薪之用。前者業經批准，自即日起施行，後者則正實行中，凡同仁成績特優越者，將於數日內按獲個別通知。

此新制度之宗旨，乃在鼓勵全體同仁，使同仁深知在本隊繼續忠試服務將有何種希望，並將如何增長對自己及對公司之責任與價值。

### 發給獎金

本隊董事會前已宣佈業務上之收入，倘有盈餘，當於提出資本開支及其他費用作為公積金後，自淨利中提出百分之廿五充作同仁紅利。本年度是否有盈餘，端視第一年度賬目決算後而定。至每人應分之紅利，則將依據下列條件決定多寡。

(一) 在本隊服務年限

(二) 服務成績

(三) 個人特殊條件。

### 攜帶鈔券數額規定

上海訊——財政部最近規定飛機搭客攜帶鈔券之數額。據該部本年二月廿四日之代電稱：「凡由內地攜運現鈔至上海廣州兩地，每人不得超過兩億元，違者將其帶過部份，送交當地中央銀行專戶存儲，發給三個月定期存單，到期發還。」

該代電並指出，鈔券限額除以兩億元為限外，重量並應以十五公斤為限。

該代電並稱：因正當用途未能向銀行匯款或調撥，而



## 鄭州一月

劉光宇

鄭州訊——這裏的機場，業務已經很順利地展開了。一月以來，運出的貨物總量在三十二萬磅以上，運出的棉花棉，總存量也不下三萬包。

本隊駐鄭州的工作人員，在去年十二月十五號奉命撤退上海。今年該地的形勢，已漸漸好轉，所以又在一月二十七號被派遣重回鄭州去。經不斷的努力經營後，鄭州的業務，已經有了很大的進展。

這裏好像一個十字路口，東到上海青島，西通蘭州，南至武漢，北達太原北平。運出的貨物，以土產的菸葉為大宗。這些菸葉百分之百來自許昌。除了這一項土產外，我們最近並開始輸運棉花。

這裏每天的工作，繁重得很，業務，機航等等各項職務，都歸一人負責。在二月二十一號那天，一共到了七架飛機。它們在半小時之內，便都得起飛。這可使我忙得手忙腳亂了。可是，工作效率上的進步，便足以補償一切的疲勞和辛苦。

在二月二十五號那天，我們做了一件打破紀錄的工作，用十八分鐘的時間，完成裝置貨物到第五二四號機上去。這第五二四號機，是從上海起飛經鄭州到蘭州去的。飛返途中，再在這裏停留裝載貨物，當天晚上便回上海去了。

很大的關係。鄭州機場的工人，大都是北方人，不但个子高大，並且身壯力健，以致多加以訓練，相信在十五分鐘之內，必定能裝好一架貨機。

初春的鄭州，祇見漫天飛沙，飛行上受到很大的阻撓。可是我們的駕駛員的技術，却把這天然的障礙克服了，他們每次都能很安穩地起降。

## 中國航空運輸學會成立

上海訊——中國航空運輸學會在二月三日假南京交通部大禮堂舉行成立大會，會中除修正通過該會章程外，並選舉理事。

交通部高級負責人，為求深研民航學術和聯絡各有關航空事業的機構起見，特發起組織該航空運輸學會。

本公司營業部主任兼交通部材料儲運總處處長陳廣沅被公選為該會理事。

按我國民航事業已有三十年悠久的歷史，民航從業員達七十餘人，平時因工作繁忙，很少聯繫。該學會成立後，入會的會員，目前已有五十人以上，大部份來自交通部，航空機構或航空公司。

通過的會章內規定會員限於在國內外大學獨立學院或專科學校畢業，現在或曾經辦理航空運輸事業或教授航空運輸課程者。

本公司副經理魏勞爾對於該會的成立，表示慶賀。他認為該會定能協助促進中國航空事業的發展。



### 萬能博士白魯納

本欄內過去幾期的畫像，贏得了不少的讚美。這使我們不得不將我們那位萬能的畫家，介紹給各位讀者。我們的畫家是一位萬能博士。他不但有着藝術的才腕，並且是一位天才的音樂家。他不但有着精明的頭腦，並且是一位言語專家。這就是說，他曾經當過會計師，翻譯員，音樂家。現在他又轉業為航空交通的工作者。他就是我們虹橋交通部的二十四歲的助理白魯納。他是葡萄牙人，能說，能看，能寫流利的中文，法文，德文，俄文和葡萄牙文。不久以前，他是美國士兵俱樂部樂隊的領班。他能吹彈五種不同的樂器，可是他卻連樂譜也不懂。他說他從來沒有學過音樂，祇是自己弄弄而已。白魯納的確是本隊最多材最能幹的職員。本欄內的畫像，是他對着鏡子自畫出來的。

### 攝影比賽結束

本刊在二月中所舉行的攝影比賽的成績美滿，參加的照片計有九張。茲將比賽結果列後：

第一名白魯斯丁哥 (Bruce Tingle) 得獎金三百萬元  
第二名費麗絲史密斯 (Felix Smith) 得獎金二百萬元  
第三名蘇波力克 (Sue Pollack) 得獎金一百萬元  
第一名的照片登載本期內，二、三名，照片也將以後兩期中登出。  
我們最近的將來預備再舉行一次攝影比賽。不過這

## 郵箱

### 第一封信

我們增設「郵箱」的理想，這一期終於得以實現了。希望這信不是最後的一封信，更希望它祇是以後收到的無數信件中的第一封。

這第一封信貢獻給我們很多關於怎樣在惡劣天氣中，引導飛機降落的意見。茲將原函錄下：

「我在二月十五日下午四時左右，見有本公司的飛機一架，在濃霧中降落。後來又有中航公司飛機一架，也要在這裏降落。那時霧很濃，找不到跑道。於是我們用汽油燒起火來，那架飛機隨着火光，才能慢慢的找着跑道，預備下降。那時已是五時左右了。我因工作完畢，便乘車子離開機場。那飛機到底能否平安降落，則不得而知。

「看到這事情後，我便想出一個方法寫在這裏，讓大家研究一下。

「用兩個巨大真空帶色的皮球，內裝滿氫氣，設於跑道兩旁，使球上升霧中，給飛機一個在上空的目标。下面則在跑道兩旁距離十公尺的地方，設一綠燈一紅燈。飛機來時，在上空以氣球為目標而下降，在下面以紅綠燈為目標而落地，這樣便能使飛機安穩下降了。

「要是遇有風雨的時候，可用照明彈射入上空。這樣便能放出強大的亮光來，飛機借着這亮光，便能安穩下降了。」

本報食堂組王仁周上



# 炉边天下



本期本欄希望把讀者帶到世界的各角落去，參觀一下各地的奇風異俗。

讓我們先到著名的電影世界好萊塢去。那裏我們看見好萊塢紅小生范強生有一本精製的紀念冊，好萊塢的每一個導演，編劇，攝影，演員，差不多都在冊上簽了名，題了詞。他的紀念冊現在已編到第四十三號，可謂「琳瑯滿目」。老明星里昂巴里穆亞是常和他在一起的，里昂在他的冊子上寫得很滑稽，他寫的是：「頑皮的孩子：我對你那詩意勃勃的青春，妬忌得要命。我希望你快一些老起來，老了以後，就無論如何沒有我漂亮；你越醜越使我平氣。」

里昂——  
現在我們得橫跨大西洋到歐洲的法國巴黎去。那裏假如從前的皇后約瑟芬宮還存在的話我們將會嗅到宮內牆壁上曾滿塗王后所喜用之香水，香味至今仍甚濃。用刷刷之亦不去。

然後我們得回遠東來，路過南洋時，我們不妨上去觀光一下。

「自掘墳墓」本是一個諷刺的成語，但南洋西伯里斯島上的土人在死亡以前却是真的如此而且必須如此的。他們生前照例都得辛辛苦苦的在懸崖峭壁上搭起竹架，冒着

公尺寬兩公尺坟穴，加上一些美術裝飾，以便死後「享受」。假如這個人生前還沒有把墳穴掘好便忽然死去，那就得由遺族請親友代，通常是兩頭牛的謝禮。

## 空運大隊駕駛員

●●●●●●●●●●  
報告被紅星機射擊經過

「新聞報訊」民用空運大隊 C-46 型運輸機駕駛員鮑爾，副駕駛員麥克考文，報務員雷君於昨日下午四時三十分連快抵滬，隨即舉行記者招待會報告彼等所駕駛之飛機二架遭「紅星」戰鬥機射擊之經過情形。

據鮑爾稱：彼等所駕駛之運輸機於八日自瀋陽起飛回航青島，約於下午五時在青島以北一二哩，煙台灣西四十哩（旅順港迤南）處上空遭二架 C-46 型之戰鬥機射擊，彼等認清機翼上有紅星之標幟，機為草綠色，一如美軍之軍用飛機。該二架戰鬥機曾向彼等之飛機俯衝五次，並用機鎗射擊，為時約有十五分鐘之久。但幸未受創，機內乘客亦均安全到達青島。有記者問彼等是否確實認清進攻之戰鬥機，機翼上有紅星標幟？鮑爾稱：彼等看得極為清楚，機翼上確有紅星標幟。鮑爾業已被我空軍當局邀請赴京報告當時受擊之詳情，彼等是否於今晨赴京尚未決定。

# PERSONNEL NOTES 錄調升員人

## NEW EMPLOYEES

February 1-29, 1948.

### ASSIGNMENTS

Mer, M. J. First Officer SHA  
 Artz, N. A. First Officer SHA  
 G. Pao Tang 楊寶堂 First Officer SHA  
 Stephen 朱嘉勳 First Officer SHA  
 Jimmy C.M. 謝煒明 First Officer SHA  
 Art, James R. Operations Officer PPG

### ENGINEERING

T. L. 廖祖漢 Mechanic SHA  
 Ping Wu 林秉信 Mechanic SHA  
 Dah Moh 晏大模 Mechanic SHA  
 Ching Chuen 郭慶權 Mechanic SHA  
 Juen Chiu 周晉泉 Blacksmith SHA  
 Wen Yue 洪文育 Mechanic SHA  
 Tao Ming 謝道明 Instrument Mech. SHA  
 King Kang 馮慶綱 Mechanic SHA  
 Tsing 黃靖 Mechanic SHA  
 Hang 黃漢 Mechanic Helper SHA  
 Ding Shoei 任道水 Bench Worker SHA

### COMMUNICATIONS

Fang Ya 章發強 Airborne Radio Mech. SHA  
 Yu Chao 王玉琢 Radio Operator PPG  
 Chi Siu 陸孝秀 Radio Operator PPG  
 Harold W. Radio Technician SHA

### SECURITY

Tsou Hsun 吳厚勳 Guard CNT  
 i Pan 陸志鵬 Guard CNT  
 Tsou Lin 黃兆林 Guard CNT  
 wan Han 陸光漢 Guard CNT  
 Hsi An 鄭編安 Investigator SHA

### PERSONNEL

Richard A. Supply Technician SHA

### PERSONNEL

Sophie 沈淑儀 Steno-typist SHA

### MESS & MESS

Chung Man 梅仲文 Pantry Boy CNT

### MESS & REPORTS

Robert S.L. 范思立 Clerk-typist SHA

### COMMUNICATIONS OFFICE

anna 麥雪蘭 Clerk-typist SHA

### COMMUNICATIONS OFFICE

en Ping 譚文斌 Office Boy SHA

Z. A. 謝全安 Office Boy SHA

### COMMUNICATIONS OFFICE

son, W. C. EVP Assistant SHA

### TRANSPORTATION

wok Choi 嚴國材 Mechanic KMG-CNT

Shak 葉錫 Mechanic KMG-CNT

Young, Kun Moo 楊君武 Mechanic KMG-CNT  
 Sung, Z. Y. 孫祥永 Mechanic HANKOW-SHA

Chang, Lung Wen 張龍文 Mechanic HANKOW-SHA

Liang, Poo Yin 梁保添 Mechanic LIU-CNT

Tse, Chee Ching 謝志成 Mechanic LIU-CNT

Chen, Yin 陳宙 Leadman TAO-SHA

Dong, P. Y. 鄧培揚 Mechanic TAO-SHA

Ho, C. C. 何樹儀 Mechanic TAO-SHA

Chang, K. 張凱 Mechanic TAO-SHA

Yin, C. W. 尹慶惠 Mechanic TAO-SHA

Yu, W. M. 余望敏 Mechanic TAO-SHA

Shen, Y. S. 沈永生 Mechanic TAO-SHA

Yeh, T. C. 葉統權 Mechanic TAO-SHA

Chen, Shen 陳申 Radio Operator SHA-SIAN

Chew, Paul D. 邱忠保 Radio Operator SHA-SIAN

Zee, Pefe Ping 徐斌 Radio Operator SHA-LAN

Chen, William 陳維良 Airborne Supply LIU-SHA

Tien, Chun Kuo 田宗剛 Guard CNT-SHA

Ho, Yo Sen 何月生 Guard CNT-SHA

Wheate, Frances Secretary CNT-SHA

### CHANGE OF ASSIGNMENT & PROMOTIONS

Chen, William 陳維良 Radio Apprentice—

Airborne Supply Keeper SHA

Wong, Pao Neu 王寶玉 Radio Apprentice—

Advance Apprentice SHA

Liu, Y. P. 廖一焉 Mechanic—

Leadman PPG

### TERMINATIONS

### ENGINEERING

Kelly, James R. Crew Chief

Torrans, Kelly S. Crew Chief

Paananen, R. R. Propeller Specialist

Dalzell, M. R. Instrument Specialist

Yang, Tse Fay 楊子飛 Mechanic

### TRAFFIC

Woo, James T. F. 吳德育 Traffic Assistant

### PERSONNEL

Yu, Tom H. L. 余和謙 Chief of Welfare

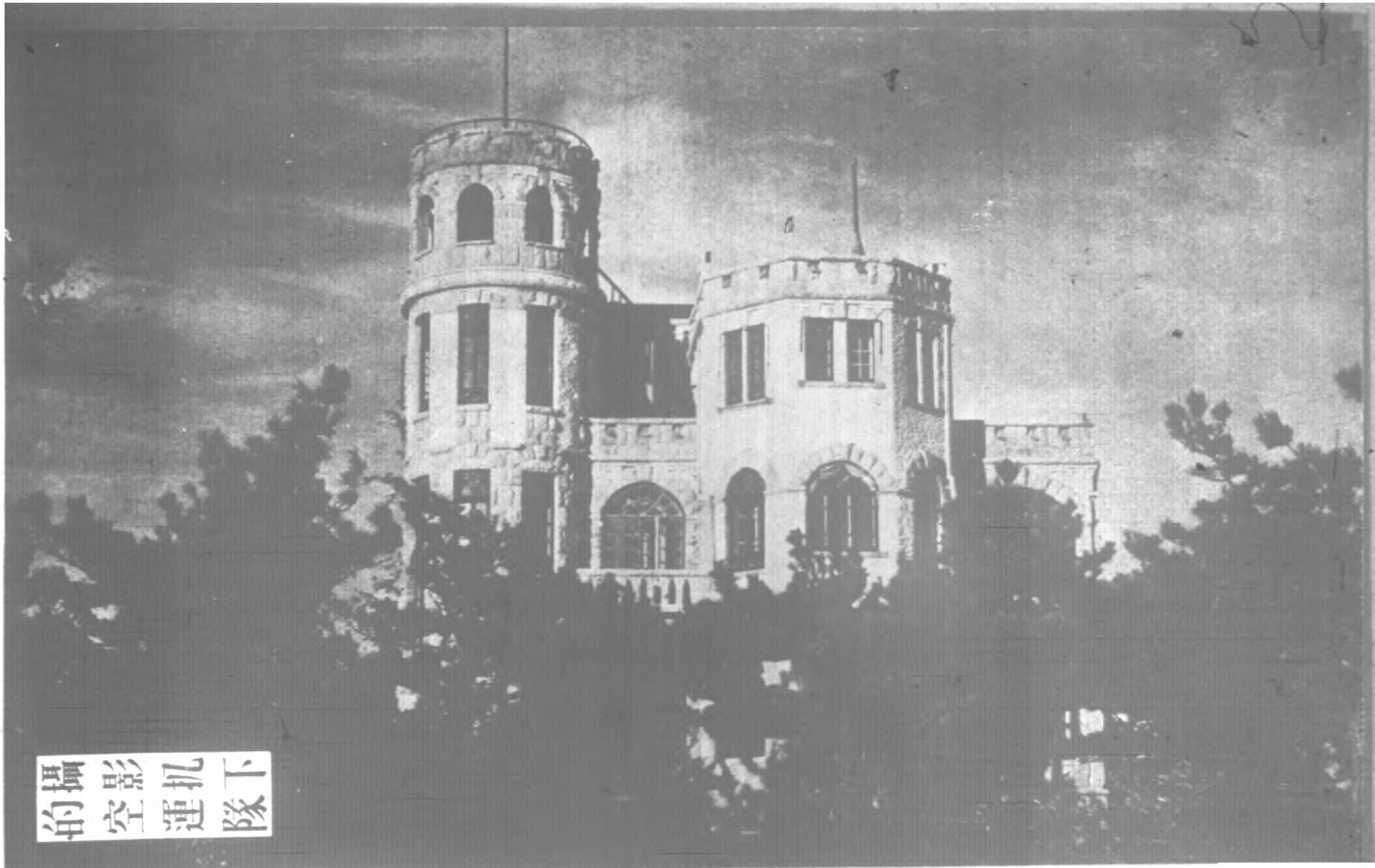
Tsiang, T. T. 蔣子東 Chief of Billets & Mess

### SECURITY

Pan, Hua Kui 彭華葵 Guard

Hsu, Chu Yu 徐祖遜 Guard

Hsu, Kuo Lun 許國倫 Guard



的攝影  
空運批  
隊下

Captain Bruce Tingle's First Prize Photo Contest Winner. Famous "Castle" in Tsingtao.

。「登堡」的名著島青是，的攝所長隊斯魯白是這。名一第賽比影攝





飛機模型社晚宴。你看誰吃得最起勁

Look who's the Eager Beaver at the Model plane "takeoff" party. Officials of Canton U. are in the foreground.



這位是蕭藝文君。本刊上期有一篇他的略歷。

March 1st Bulletin carried Hanry's life story, now here's his pic-



這位是我們車輛部助理王紹康君。

Wong, "right arm" to Traffic Tom Sommers, smiles for the



廣州白鉄工專家但以理却柯君。他最近答應為本刊廣州通訊員。

Daniel Chako is Canton's Sheet Metal expert and incidentally, new Canton Bulletin Correspondent.

林霖元、陳湛之教授。

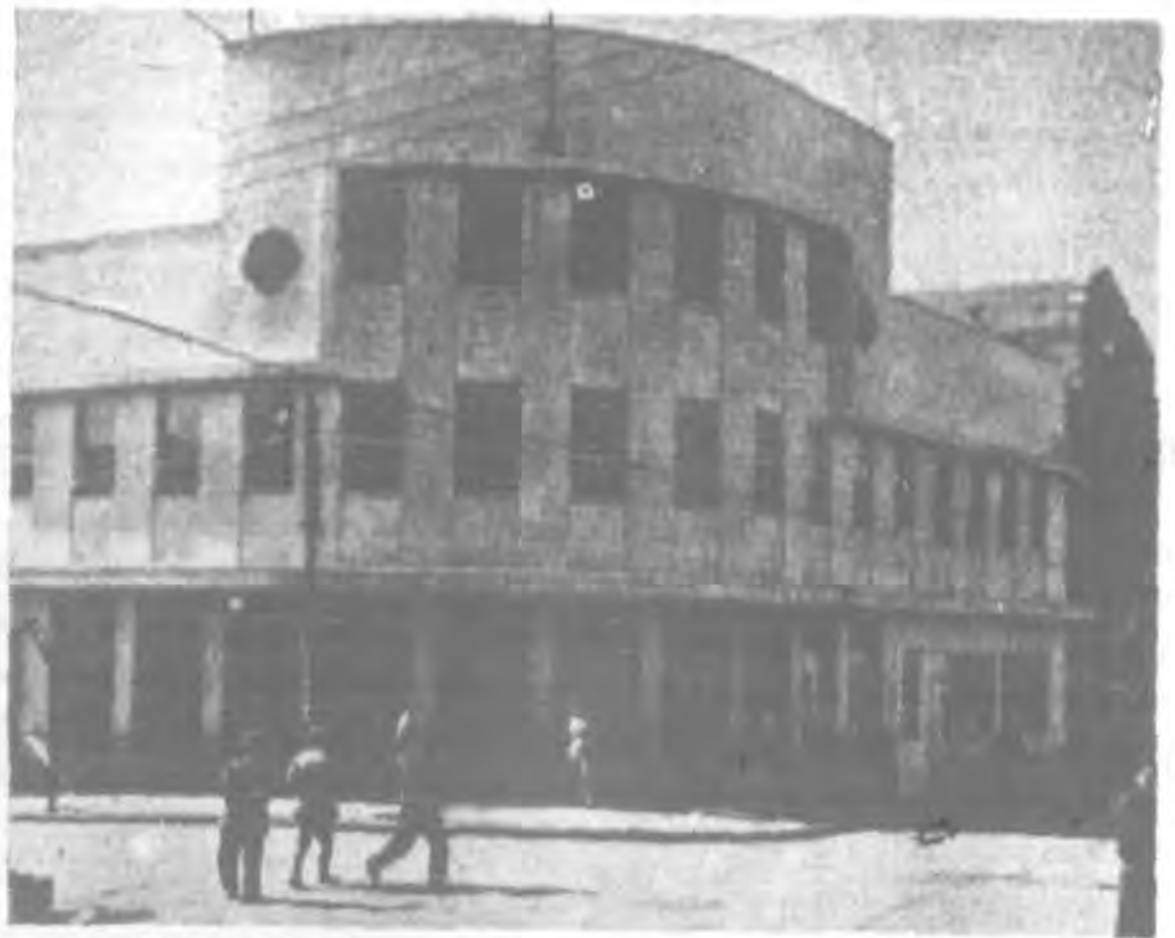


Model plane club members and officials, (Front row, L. to R.) Prof. Tsao Hu-sheng, Yang Peng-chi, Col. Wang Hsiu-ping, Lin Lin-yuan, and Prof. Chen Chan-chih.



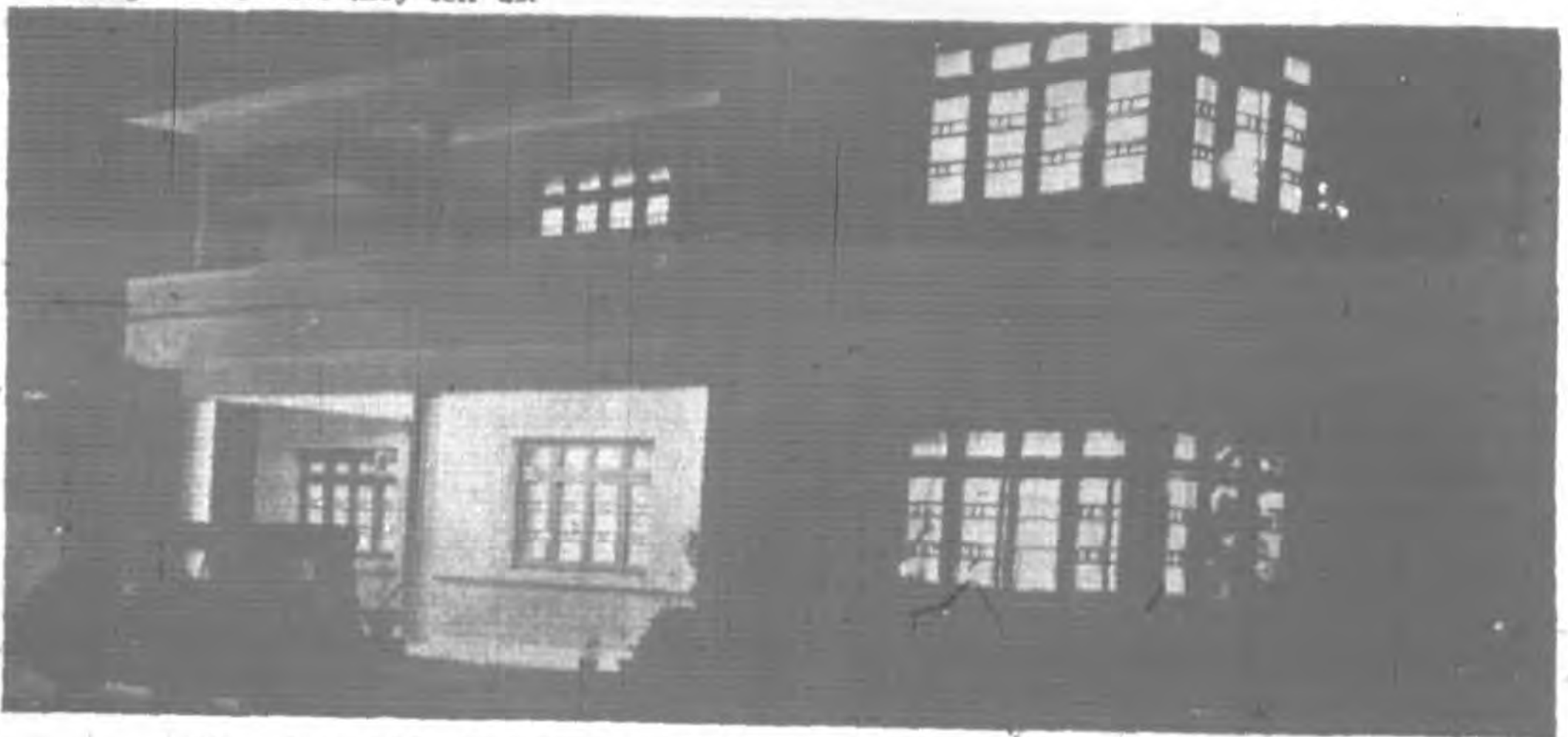
Sharp and efficient Lincoln Au was recently host to the General's party at busy Kunming. Nice host they tell us.

本刊昆明通訊歐靈強。最近陳將軍夫婦到昆明去時，據說他招待得至為周到。



Selwyn Cheng dropped into Shanghai to leave this shot of new Tsingtao office building. Nice huh?

這張照片便是他所拍的青島新辦公室



Kunming CAT House, one of the best, managed by Mrs. Goetz. Photograph snapped at night by Pauzen shows unusual lighting effect.

昆明本隊宿舍夜景。

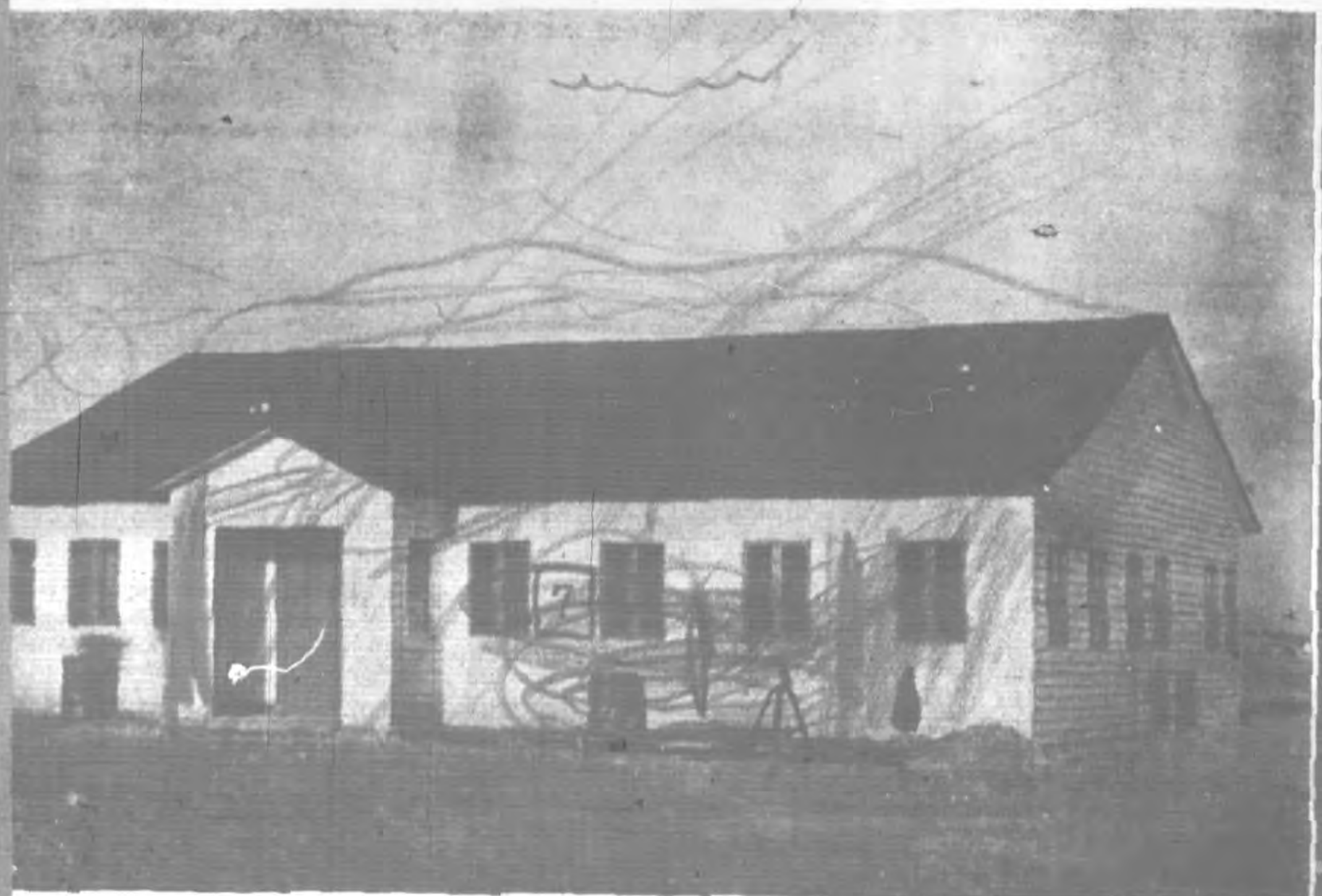


# CAT PICTURES



Hungjao "face lift" warehouse and office building. Note loading docks which make for extreme truck loading efficiency.

。用之利便物貨卸起車卡為專是塔台的出凸面前。庫倉新橋虹示圖



Now CATS have their own hospital, soon to be put in operation by Dr. Gentry.

處務醫新橋虹隊本



# CAT BULLETIN

## MEET THE STAFF

**HUNGJAO:** Much praise and comment on the Bulletin's "Meet The Staff" caricatures prompts us to introduce the artist, Assistant Traffic Manager of Hungjao, Bruno Braga.

Bruno was engaged as a designer for CAT at the inception of the company and in a pinch, helped out in Traffic, where he's remained.

This 24 year old, single, Portuguese lad has had a widely varied career as accountant, interpreter, musician, artist and airline traffic man. Bruno speaks, reads, and writes fluently Chinese, French, German, Russian, Portuguese, and English.

He was more recently one of Shanghai's best and most popular musicians while leading his own orchestra at the U. S. Army Enlisted Mens' Club. Braga switches from his favorite instrument, bass viol, to Clarinet, to Saxophone, to guitar, to harmonica and plays them all well but doesn't read a note. "I just picked it up" says Bruno.

Bruno Braga is truly one of CAT's most efficient, capable and ingenious employees. Incidentally, he drew his own likeness from a mirror.



## PHOTO CONTEST WINNERS

**SHANGHAI:** CAT's art photo contest which was announced in February was finally resolved just before press time with Bruce Tingle accorded First prize of CN\$3,000,000, Felix Smith awarded second prize of CN\$2,000,000, and Sue Pollack third place prize of CN\$1,000,000.

Judges Arthur Feng, Sylvia Richardson and Bruno Braga are still carrying the "worry wrinkles" from their extremely difficult decision.

Tingle's First Prize winner appears on the back page of the CAT pictures. Second and third place photos will be printed in the following two Issues of the Bulletin.

Though only nine entries were received, each was highly worthy of consideration. Had there been a fourth prize it would have been awarded to Captain Wingfield for a difficult street scene recorded in Liuchow.

Tingle's winning picture barely nosed out Felix Smith's shot of a giant waterwheel at Lanchow by two points. The First place picture won two firsts and one second on the ballots, while the second place photo won one first and two second place votes.

Another photo contest will be announced shortly. This one will be for unusual effects depicting operations of CAT.

## Flying Tigers Honored

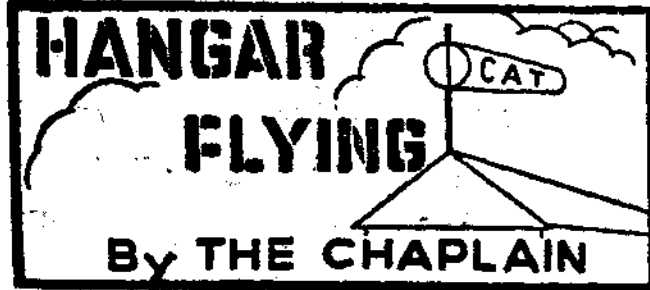
**SHANGHAI:** Flying Tigers still in Shanghai were the guests of honor at a dinner given on February tenth by Maj. Gen. Ernest K. Moy at the OMEA New Royal Hotel on Bubbling Well Road.

The affair was on the occasion of the fifth anniversary of the famed 14th U. S. Air Force formerly commanded by General Chennault.

The dinner was given in lieu of cancellation of a much larger celebration scheduled for that date at which Chennault was to be one of the hosts, but which was called off upon his sudden departure for Washington.

Only Flying Tigers and a few of their wartime associates participated in the "family reunion." A huge "Flying Tiger birthday cake" was cut as messages of commendatory nature were read. The messages included warm words of praise from Madame Chiang Kai Shek, Mayor K. C. Wu, General Pai Chung-hsi, Minister of Defense, General Cheng Kai-ming, Vice-minister of Defense, Mr. Djuh Chao Chow, Governor of Shensi Province, and General Lung Yun, wartime Governor of Yunnan Province. (See CAT pictures).

# CAT BULLETIN



CAT bowlers thought that they had finally come into their own against the AACS "elections" at the American Club, Thursday night, February 26th. Led by Walt Koenig and Bigsogony, the "Cats" hit their season high for a single game. The army boys were just a little bit warmer though and took the game by 100 pins. Sgt. Matesueski with a 200 single, and the Electrons in a clean sweep of the previous game match. The Cats now have a three week lay-off and return to the wars on March at the C.C.C.

Tom Sommers, Chief of Traffic, finally decided to take a few days off. He hurriedly packed his bags and departed via CAT plane as far as Canton. He visited Hongkong and points South.

Good news for the Pilot's came on 1 March. Frank L. Hughes was appointed that date as the new Chief Pilot. Congratulations and best wishes, Frank, we have much faith in you.

Seven hundred hours of flight time runs around in a hurry with CAT. Time on engines is so close that within a ten day period late February ten of CAT's ships needed engine changes. Along with the CAA regulations on one, pilots are allowed to fly the lay-up time on these ships out into the flight hours in one month. Only one engine change can be handled at one time so a third of the C-46 fleet is grounded at Canton. The crews immediately made for Hongkong for a brief respite from their flight duties.

CAT's Bachelor Club, (the APMDMP) are eagerly awaiting the return of Roy Watts. They had no opportunity to forewarn him about the fall in which he found himself trapped. The date for the Condolence party has not as yet been set. The members are awaiting Roy's contribution for leaving the ranks of the brotherhood. Alpha, Beta, and Gamma Chapter members (Shanghai, Tsingtao and Peiping) will meet and enjoy to the fullest, the orgy thrown at Roy's expense.

Recent Shanghai visitor was Captain Bigsogony. Grounded early in the month Bigsogony came down for a few days rest in the big city. He had flown too many hours in the flying area and as a result was supposed to take a rest from Flying. He's now requesting

## (Hangar Flying Cont'd)

a return to Peiping so that he can recuperate from his Shanghai "rest".

Trial run on the newly planned round trip to Lanchow was run by Capt. Geo. Henninger and First Officer Jimmy Fore. Taking off at 6 A.M. the round trip was completed when Captain Henninger set the ship down at 7:35 P.M. Two stops were made enroute for refueling. A long hard day but both men enjoyed it as they were on overtime and a twelve hour flying day makes it count up that much faster.

These few sunny warm days have made personnel anxious for summer to roll around. Baseball gloves are being oiled, spikes sharpened, tennis rackets restrung, and swimming suits de-mothed. We'll meet you all at the swimmin' hole.

## Chengchow Operations Renewed

By K. Y. LIU

**CHENGCHOW:**—Operations of CAT base in Chengchow are once again in full swing with outhauling freight of last month amounting to more than 320,000 lbs. while cotton air-lifted recently amounted to more than 30,000 bales.

On December 15, 1947, when the situation in Chengchow changed from bad to worse, all CAT staff stationed there were recalled to Shanghai. As the situation has improved this year, this writer was again instructed to go to Chengchow with radio and weather forecasting personnel to restore operations there.

Chengchow resembles a crossroad which leads to Shanghai and Tsingtao in the East, to Lanchow in the West, to Wuchong and Hankow in the South and to Taiyuan and Peiping in the North. Of all the cargo air-lifted from Chengchow most are goods such as tobacco which was shipped here from Hsuehchong.

Activities are bustling here. On February 21, seven planes came in with only half an hour's time for checking. Four days later plane No. 524 passed here from Shanghai to Lanchow. On its return flight it touched Chengchow again for loading of cargo which took only eighteen minutes and enabled the plane to be back in Shanghai on the same day. Credits must be given to the cooperation of the ground crew for such speedy loading. These northerners, if given proper training, can finish loading a plane in only fifteen minutes.

Spring has begun in Chengchow. Sands carried by winds blanket the whole city making all flights difficult, but CAT exercises every safety precaution possible for safe landings at Chengchow.

# CAT BULLETIN

## The Bird

By Kay Booth Willoughby

It's a safe bet that Mother ducks don't spend much time warning their daughter ducks to "beware of a great big man-made bird that makes noise like a factory", because many a duck has bit the water before the roar of L. K. Taylor's Piper Cub.

You've no doubt read and heard a great deal about this shooting geese and ducks from an airplane. (That's what I said—from an airplane). But perhaps you're curious about details as I was until my first effort recently.

Walla walla walla and a lot of precarious balancing around on a floating flock at Lung-hwa begins the expedition. With one "goose gatherer" in the plane and another on one of the Cub's pontoons to spin the prop, you're off in a cloud of spray. All you have to do first is miss about a million—well ten anyway—of those little Whangpoo boats as you take off and you're on the way.

Twenty-five minutes to the mouth of the Yangtze river where repose five small islands that barely manage to stay on top of the water. This is known as the ducks' "happy hunting ground"—also the hunter's. There are two main flocks of geese between 200 and 500 head—or tails—however you count geese, one black stretch of about a mile of Mallard ducks sitting on the water, a goodly amount of Teal, and several large flocks of "Heavenly Geese", as the Chinese call swans.

The biggest problem is the work of the pilot. He (or "she" if it's me) must first flush the birds off the water or the islands and herd them out to sea. Then the pilot begins to make like a duck, doing dips, dives, steep banks and climbs, following the flock about. Teal fly too fast for the 85 mile per hour Cub, Mallard are tricky and can out-

maneuver the small plane, Swan are much slower but are hard to follow because they bounce about three feet with every flap of their wings, and geese are just about even with the Piper.

After perhaps five minutes of "goose flock following", a pair or three geese will "peel off" because they're tired. After the pilot has maneuvered close enough, the work begins for the guy in the back seat who has nothing to worry about except maybe shooting a wing off the airplane, the bouncing of the plane at 100 or 200 feet of altitude, and the difficult sighting of the target. Most shots are taken during left banks (turns) because that affords the best shot at the bird. However, this means sighting about one "goose length" ahead and one "goose depth" above the goose or duck.

Then when another goose bites the water there's a little matter of spotting him on the water, setting the Cub down on a rather rough riptide, then taxi-ing by to nab the table meat. Wet is the guy who must crawl out of the plane on a slippery float, and hang precariously with one hand while making frantic grabs for the goose with the other. So far no CAT has had a dunking and I'm glad I'm the pilot in a nice, dry seat.

So far Erick Shilling and L. K. Taylor hold the record for one day's bag with seven birds each. Bus Loane is the champ "dead-eye", with six birds for 21 shells. For most of the "ride and hunt" clubbers the average is more like one bird per box of 30 shells.

The only thing remaining is the culmination of the gleeful experience, when the bird is placed on the table. You've perhaps heard the expression "Fat as a goose". Well that's what a lot of CAT's are as fat as—because that's also what they're full of.

## Airlifting Of Banknotes To Various Districts

SHANGHAI—The sum of \$200,000,000 has been set by the Ministry of Finance recently as the maximum amount of banknotes permitted to be airlifted by each passenger from various districts to Shanghai or Canton.

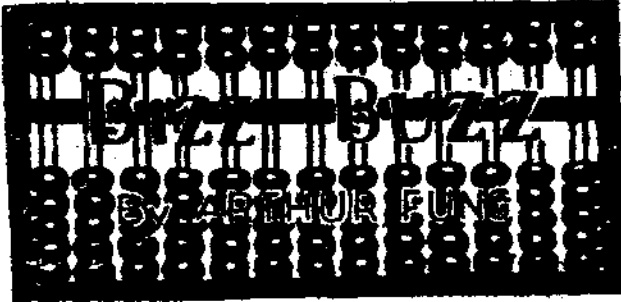
In an announcement issued by the MOF, it is pointed out that any person carrying banknotes exceeding the fixed amount will be subject to handing over the excess amount for credit to special account with the local Central

Bank by issuing a three month deposit certificate, refundable after the expiration of the fixed period.

But, in the case when no remittance of transfer can be made through the banks and cash notes must be carried to Shanghai or Canton for proper use, according to the same announcement, application may be made to the local economic controlling office for issuance of cash transportation certificates, or to the Central Bank.



# CAT BULLETIN



CAT is synonymous with relief, for rescue and for security. Since its inception, CAT has performed a large role toward solving the nation's transportation problems, especially in the distribution of relief supplies and the evacuation of people. This year, we are performing quite a few tasks most of which are of an emergency nature.

First, the evacuation of the NRC technical staff and their families from Shenyang. The services of these skilled men are needed elsewhere. Second, the airlifting of flour and bank-notes to the northeastern cities, helping to relieve the acute food shortage in that area. Third, CAT's contribution to the national war effort in the present Combined Service Command contract. Need we add more?

Mrs. O K. Baca (better known as "Johnnie") left these shores with her husband, Mr. John Baca of Communications, for the United States on annual leave and also on a delayed honeymoon. Yours truly is pinch hitting in the President's Office while she is away.

CAT is certainly in the headlines these days. First, it was the invitation to General Chennault to testify in the House Foreign Affairs Committee in Washington. All our telephones simply went haywire and the office was overrun with newspapermen seeking an interview with the General before his departure.

The President's Office was nice and quiet after General Chennault left. But, not for long! The excitement was not over yet. Bedlam again broke loose when two Red Star reporters tried to make a crack at our ship.

Col. Ango Tai, CAA Chief, came and personally consulted with General Chennault about the technical problems and the operation of the Combined Service Command contract, before the General's departure for Washington.

Frank Chiu is transferred to Tsingtao as District Manager. Frank will be leaving for his new post shortly, with his chariot, aide-de-camp, office paraphernalia lock, stock and barrel. We are sure of better business prospects in that area with Frank at the controls of BD. Happy landing, Frank.

## Model Plane Diplomacy

SHANGHAI.—With the arrival in Shanghai of the first shipment of model planes donated by a United States Boys' Club for China's aviation-minded youngsters, a program of close cooperation and friendship began that could well be a sound basis for future closer friendship and understanding between the two countries.

The Bob Mooney Squadron of the Civil Air Patrol of Kansas City, Missouri donated more than 100 model planes in the first shipment. They indicated a desire to furnish more and better materials and planes for China model plane clubs, some of which are advanced to the latest radio controlled, gasoline engine models.

General Chennault, in agreeing to be the China administrator of donated model supplies selected the "Typhoon" club and the Aero Sport Club as the example China club for this first experiment. The members of these two Shanghai clubs were the General's guests at a "take off" dinner, Friday night, February 5th at Sun Ya Restaurant.

Joanna Lee, new Assistant to the PBO, surveyed the needs of China model builders and announced that the entirely unobtainable articles needed are balsa wood, fabric dope, tools and gasoline motors, and plans and model plane publications. Arrangements are underway to secure customs permission for entry of all the donated materials.

Arrangements are being made for a schedule of availability of Hungjao field for test flying of the models. Space for such tests has been practically non-existent until General Chennault's sponsorship of the new plan.

With the "Bob Mooney Squadron in Kansas City and the Typhoon-Aero Sport Clubs in Shanghai as the nucleus, many hundreds of similar club associations are expected to develop on nationwide scales, under the sponsorship of the Veterans Of Foreign Wars of the United States.

The Civil Aeronautics Administration will be asked to participate in the plan to make the cooperative movement a success in China.

The individual members of the clubs have already begun an exchange of letters and information, which will lead to closer cooperation and friendship.

General Chennault planned calls on VFW officials during his Washington stay, in order to more closely knit the working arrangement of the model clubs. (See CAT pictures).

## CAT BULLETIN

# Moc Air Institute Inaugurated

SHANGHAI: A well conceived advancement took place on February third, with the inauguration of the China Institute Of Air Transport and the election of directors and supervisors for the new organization.

The Ministry Of Communications higher officials promoted the Air Institute organization for the purpose of conducting intensive study and research in aviation and to bring closer cooperation between companies and official organizations which deal with air transportation.

K. Y. Chen, CAT Vice-president and head of BD, and concurrently head of the MOC warehousing and coastal transportation offices of the Ministry was elected a director in the new Air Institute.

The Communications Ministry announcement to the new aviation organization stated "It may be mentioned that China began its air transport business 30 years ago and at present there are more than 7,000 persons engaged in this business. In order to keep up with the times and to acquire new knowledge of civil aviation, this organization is being conducted in Nanking with enrollment of more than 50 persons at present, mostly from the Ministry Of Communications, aviation organizations and airline companies.

"The membership is restricted to those who have graduated from colleges or universities and are at present engaged in the air transportation business.

"This institution aims at research of air transportation knowledge, promotion of friend-

ly relations between those engaged in air transportation, as well as rendering assistance to the Government in developing air transportation."

Whiting Willauer, Executive Vice-president of CAT said in congratulating the MOC officials for the promotion of the Air Institute, "As I understand the work of the China Institute of Air Transport, the formation of this institute will represent a definite forward step in the development of air transportation in China.

"I have myself been a student of and engaged in air transport work since 1938 both in the United States and in China, and during these years I have become much impressed with the value to the industry of a cooperative organization which can keep the industry as a whole up to date on current problems.

"The several associations in the United States which perform similar types of work have done as much as any other single factor to insure the progress of air transport. Those engaged in the practical day to day operations of air transport can only be partly efficient in their jobs unless there is some regular medium through which they can obtain information on problems of the industry as a whole and also help in solution of their own problems from the experiences of others and by interchange of information and opinion."

Willauer, and other officials of CAT sent congratulations to MOC officials upon the inauguration of the China Institute for Air Transport.

## CAA REGULATIONS RELEASED

NANKING:—Civil Aeronautics Administration regulations which were recently released brought about clarification of several points.

CAT was directed to strictly observe the highest priority for all mail cargo, at the expense of other passengers and cargo. At the same time, the Postal Administration announced chartering of a CAT plane for evacuation of postal employees and their families from Changchun.

CAA further announced procurement of ten parachutes for Lunghwa, five for Wuhan and Canton, to be placed at CAA stations for use in case of emergency. The parachutes may be used for dropping of relief supplies. This also applies to instances where CAT may

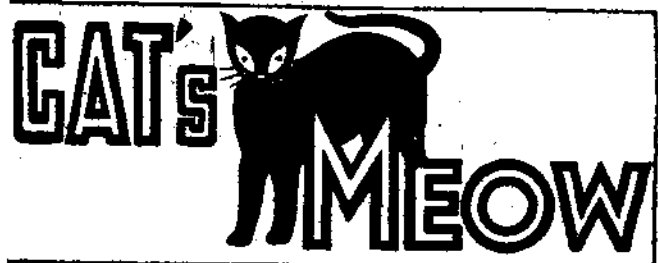
need to drop communications and other equipment.

The Ministry Of Communications directed airline companies to place no passengers in seats where a safety belt is not available.

The CAA and CAT are borrowing a six ton roller, two dump trucks, a stone pressing machine and a road planing machine from the National Highway Administration for use in repairing and maintaining the roads leading to Hungjao field.

Beginning with the April first edition of the Bulletin, regular directives and announcements from official organizations will be published in a new column exclusively for official information.

# CAT BULLETIN



CAT's HUNGJAO AIRFIELD is really the cat's Meow these days, just humming with building projects, new faces, and plenty of activity. One of the latest developments, a nose ingar which will accommodate two C-46's at the same time, seems to be coming along fine. Another, which had Tom Sommers clapping his hands and giggling with "Sommary" glee, the hydraulic truck body lifts that Research and Development has under way. It should prove to be a boon to the Traffic Department.

Just between you and me and the fencepost, I'm told that the boys will be out of the equipment at Hungjao by mid-April. (The lubricating system is almost completed).

Hungjao Supply is certainly looking up, under the guiding hands of our Chief of Supply and his good running mate, Dave Pickler and Dick Ulrich respectively.

Roger Shreffler of Communications arrived back in Shanghai after a two months' stay in the States and Canada. Roger will act as Chief of Communications while John Williams takes his wife Sandy and the baby to the States. Hope you'll be in fine fettle soon, Sandy).

John and "Johnny" Baca have made a trip across the waters for a brief stay, also. Seems that the States is claiming quite a few of CAT's personnel come vacation-time. I notice they are always glad to get back to their duties and old friends, though.

That's CAT's Meow 'til now.

## Bonus To Employees

SHANGHAI—After a year of operations as CNRRA Air Transport, it is learned that the Company at this time is able to warrant the payment of a bonus to employees.

It is recalled that on April 28, 1947, President Chennault announced that CAT would "adopt a policy of payment of bonuses to all permanent employees" and the fund would "amount to approximately 25% of CAT's net profits after payment of certain obligations on account of purchase of planes and equipment and other capital charges."

As all Chinese employees have already received one month's pay as payment against any total bonus which will ultimately be given, at this time, the foreign employees will receive a bonus due them. In approximately two months, at which time when the accounts will be completed, an adjustment will be made to Chinese employees with respect to the partial bonuses they received at New Year's time.

Woe is PRO! Only this time we don't mind the added "stone around our neck." It's Softball—which should prove a great "forget the heat" treatment for CATs throughout the Summer.

It's fallen the Public Relations lot to collect the names and capabilities of those CATs who want to cavort around in the local "mushball" baseball league. In this instance, we'll indulge with vigor and glee for it was us who chased many a pitched ball that we missed as a Catcher, back to the backstop while three runs scored last Summer for the WRO team of the Navy.

We would like you to Insert your name and qualifications in the blank below if you're interested, and add a note of comment as to whether we should have a combined team, a Chinese team, and a foreign team. We can if enough of you want to play. The beer and hot dogs for each game will be on CAT.

Get 'em in CATs. The deadline is eight days.

## CAT SOFTBALL ENTRY BLANK 加入壘球隊表

Name 姓名 \_\_\_\_\_ Section 組 \_\_\_\_\_

Positions played 位置 \_\_\_\_\_

Working Hours 工作時間 \_\_\_\_\_

Can you play regularly 能經常參加 \_\_\_\_\_

? Not regularly 不能經常參加 \_\_\_\_\_



# CAT BULLETIN

## Transportation And Warehousing (Contd.)

tion. People cannot help but admire the people working in this railroad. The efficiency permeates through every branch of the Administration.

The other railroads are improving every day. In the inauguration of the opening of the railroad from Hangchow to Kinghwa it took us only 4½ hours for the whole trip. Before the war it was scheduled to be 12 hours from the south side of Chientang River to Kinghwa Station. Now it takes only a third of the time from Hangchow Station across the Chientang railway bridge, to Kinghwa. All these instances illustrate that the transportation men in China are doing their best and are the most efficient of all businesses. Not only is it true with railways, it is also true with highways, waterways and Airways in China.

If we have more transportation systems built in China, the Chinese economy will certainly be improved. The demand for transportation by the people is ever increasing. The building of railways, highways and ships takes time. Suppose the Chinese engineers can rush the building of railways and can complete 2,000 miles a year, this would take 6 years to finish the required 12,500 miles of railways. Before the completion of the railroad, people need transportation in the interim and that is where the airline comes in. For such cities as Kunming, Lanchow, Tihua and other cities unreachable by water ways and railways they need the service of airlines. Even those cities which are being served by railways and waterways, they find that the airway transportation is cheaper than any of

them especially when the cargo have to be transhipped and rehandled on the way.

A friend of mine bought an antique table in Peiping weighing 120 pounds, and wanted it to be transported to Shanghai. He contacted all the transportation companies and found the cost of crating it, transporting it from where it was to the station, put it into the warehouse and take it out to be put on the train for Tientsin, unload it from the train and again put it into the warehouse take it out from the warehouse and truck it to the wharf to be put into the wharf warehouse; take it out from the warehouse to the wharf and lift it from the wharf to the ship and ship it to Shanghai, where they unload it and put it into the warehouse and take it out and truck it to his home, the total cost would be equivalent to US\$60.

Then he came to CAT and shipped it as commercial cargo. He paid the equivalent of US\$20 for the transportation. Then my friend went over to all the antique shops in Peiping telling them that airlift is much cheaper to Shanghai than by any other means of transportation. This illustrates the need of transportation and especially air transportation before other transportation systems are built.

As to the warehouse problem in China, it should be understood that warehousing is part of transportation system. The present volume of warehouses in China is only adequate for the present meager amount of transportation system. When more railroads, more ships and more highways are built, the same proportion of warehouses should be built to keep up with the same. The necessity of having more transportation in China cannot be over emphasized.

## C.L.C. TO WASHINGTON

SHANGHAI:—"Aid to China" has gained added impetus and support in the United States recently, with the invitation to Washington extended General C. L. Chennault and General Douglas MacArthur, for the purpose of testifying before the House Committee On Foreign Affairs.

Chennault received the telegraphed invitation on February first, and subsequently accepted. He had previously stated in an article written for Scripps-Howard newspapers in the States that "I would be willing to appear in person before the proper authorities to further substantiate my views on aid to China."

No little amount of importance will be attached to the C.L.C. testimony since he proved somewhat of a prophet before the recent

world war in his predictions concerning Japan's efforts to conquer the Far East.

It has long been known that the General favors simultaneous military, financial and material aid to China as a means of resolving the complex problems of Communist aggression and China's shattered economy. Before departing, Chennault said in a statement to reporters that "my views closely coincide with those of General MacArthur."

General MacArthur declined the invitation to Washington because of pressing SCAP affairs in Japan, but sent a complete statement to the House Foreign Affairs Committee Chairman, Representative Charles Eaton, recommending more intense interest in the Far East.

# The Problems Of Transportation And Warehousing In China

By K. Y. CHEN

An Editorial

The lack of transportation is the most important factor which cripples Chinese National economy. The management of transportation systems in China is the most efficient and unequalled in the world. Just to illustrate my statement of lack of transportation I have set the following table:

## TRANSPORTATION FACILITIES OF MAJOR COUNTRIES

	Square miles served		
	Per mile of railway	per mile of highway	per 100 tons of ships
U.S.A. continental . . . . .	11.2	0.98	25.00
British Isles . . . . .	4.0	0.52	0.53
France . . . . .	53.0	0.61	79.50
U.S.S.R. . . . .	161.0	4.86	640.00
Germany proper . . . . .	5.0	0.69	3.40
Japan proper . . . . .	9.5	0.25	2.90
Italy . . . . .	10.5	0.68	3.60

From this table we notice that the British Isles are best served by railways; for every 4 square miles there is a mile of railway. Japan proper is best served by highways; for every quarter square mile there is a mile of highway. The British Isles are famous for their shipping industry, for every one-half square mile there are 100 tons of ships. The U.S.S.R. shows in the table as the least developed. If China is to approach the development of the most industrialized of all these countries, i.e., U.S.S.R., she would need one mile of railway for each 200 square miles of territory, and one mile of highway to every 20 square mile of territory. U.S.S.R. has only 100 tons of ships for every 640 square miles of territory; however, China has a considerably longer coast line than U.S.S.R. If we work up to this schedule China would need 22,500 miles of railway, 225,000 miles of highway, and 4,450,000 tons of ships of various kinds. How much does China have now? She has about 10,000 miles of railways, about 60,000 miles of highways, and about 500,000 tons of ships. So, if we try to approach the minimum of industrial development, in addition to the rehabilitation of what we now have, we ought to build 12,500 miles of railways, 165,000 miles of highways, and

about 4,000,000 tons of ships in the immediate future.

The inadequacy of the transportation is a well known fact and in order to industrialize China and develop the interior to take out what has been hidden under the earth for thousands of years, more and more transportation systems should be built every year. People criticize China about the inefficiency of her management. It can be best denied by facts in the management of transportation systems in China.

The highest organ of management of transportation system in China is the Ministry of Communications. In the Ministry every morning before 10 o'clock all the information of the transportation systems reach the center of information in the Ministry who organize and coordinate all the information and report them to the Staff meeting of the Minister. Any problem of improvement or mismanagement is solved instantly by the Minister right on the spot and orders flash out right after the Staff Meeting of the Minister.

Such a management is unequalled by any of the transportation system companies or transportation ministries in any country. The management of railways is also unequalled in any part of the world. The Nanking-Shanghai Railway is a single track, but has 28 pairs of scheduled trains every 24 hours. I can challenge any railroad of single track to show the same record in any country. The Nanking-Shanghai Railroad is not equipped with a Central Traffic Control Signal system; if they had, certainly they could increase their capacity by two-fold.

A small instance will show adequately the efficient management of the railroad in China. I went to Nanking by the night train the other day. Arriving in the office I found my watch lost on the train. About two hours after my arrival I went back to the station and asked the station master whether they had found my Elgin watch lost in the sleeper. After five minutes of looking through their books, they produced an envelope in a pigeon hole compartment and there was the watch. No red tape and no tips are required for this opera-

Published twice-monthly by Civil Air Transport, 17 Chung Shen (East) Road, Shanghai, for its employees and friends, and distributed by the Personnel Department of CAT. C. L. Chennault, President; Y. L. Wong, Chairman Policy Board; Whiting Willauer, Executive Vice President.

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Contributions to the CAT Bulletin should include the name and station of the contributor, and should be addressed, "CAT Bulletin, No. 17 Chung Shen (East 1) Road, Shanghai." They may be forwarded by official C.A.T. pouch or by airmail. Photographs submitted for publication must be accompanied by original negatives which will be returned to the senders if it is so requested. Circulation inquiries should be addressed to the Personnel Department of CAT, attention Mr. Yu. Each employe of CAT is entitled to one free copy of the Bulletin but order additional copies at the cost price of CN\$20,000.

**HUNGJAO NEW STORAGE COMPLETED**

BY TOM SOMMERS

SHANGHAI—After many days of sweating and hoping, the new godown building at Hungjao has been completed. There was a great need for this building and the completion of it marks another success for CAT.

This new building—a building to be used exclusively for storage of cargo—is placed close enough to the airfield and airplanes to simplify loading and loading of aircraft, as it is recognized that air transportation hinges on the swiftness of the delivery of the airlifted goods. Shippers are now assured that their valuable cargoes of medicine, tobacco, iron bars, cotton etc., are now kept in a safe and dry place.

It was realized sometime ago that the storage and godown facilities at Hungjao were limited and when the goods began to pile up around the outside of the godown, plans were expedited for the erection of a new building. The storage space is spacious, with a concrete floor and wide cargo doors for the admittance of any type of cargo. Sections are lettered to simplify storage and a system of marking cargoes make it impossible for loads to be mixed

or misplaced. There is neon lighting thru out the building in anticipation of 24 hour service in the very near future. The storage room is "L" shaped and approximately 12 feet high, making it possible to store about 50,000 lbs of cargo. If the demand warrants it, it will be possible to add on to the building a wing to convert it into a "U" shape project.

The front part of the building has been made into offices and has accommodated the Traffic and Godown Offices, Office of Staff Control, Research and Development Office together with the P.O.L. Office, the Hangzhou branch of the Controller's Office and the office of the Director of Operations. Rock is being laid around the building to take care of mud, and roads imbedded with small stones are also being laid to each of the docks. Oil stoves have finally been installed. Jess Lanning of the Field Shops and the other workers of the building are finally beginning to move in. John Baca of Communications installed telephones and neon lighting in fine style. In short, the building is now operating at full capacity.

**OUR COVERS**

The English Cover is a photograph snapped by Captain Bruce Tingle, while in the cockpit of a C-46 with Captain Bob Buol. Bob made the Bulletin cover by being the CAT most in the headlines the few days before press time.

The Chinese Cover shows the General, Mrs. Chennault and a portion of the crowd that gave them a rousing "bon voyage" upon the C.L.C. departure to testify in Washington. (Additional copies will be forwarded to Northwest Airlines).



PUBLISHED TWICE MONTHLY BY CIVIL AIR TRANSPORT VOL. 1 No. 13